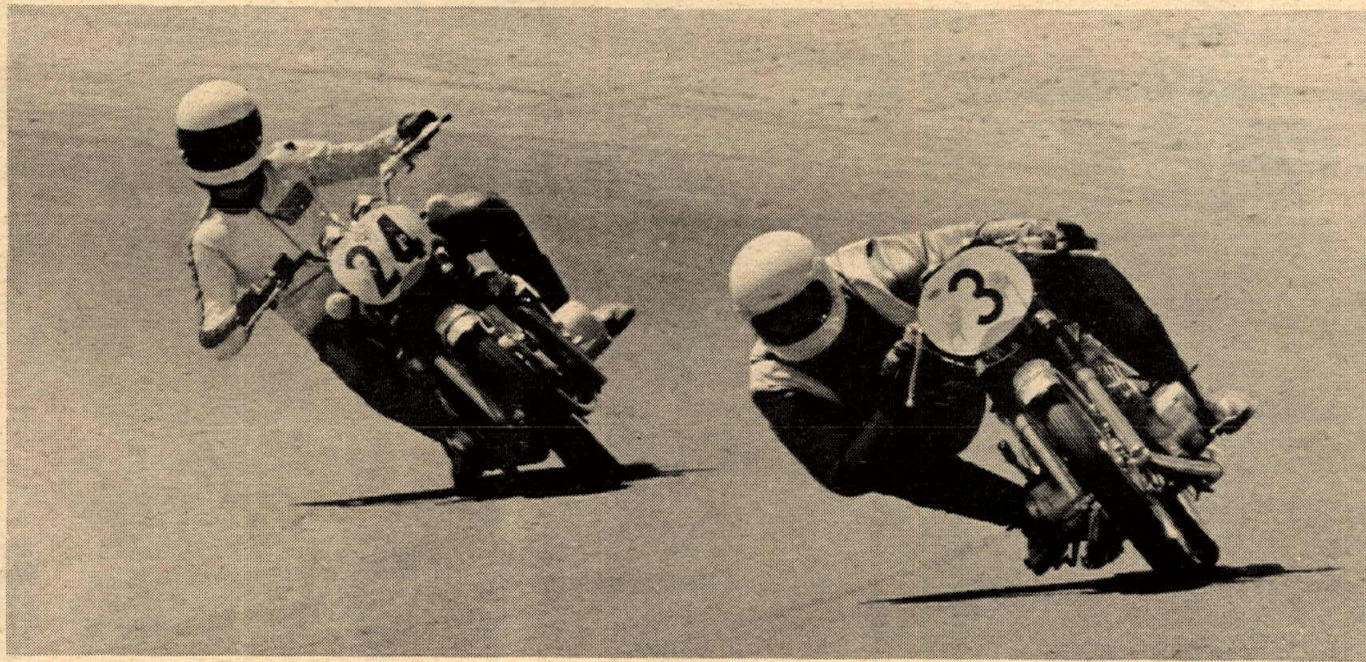
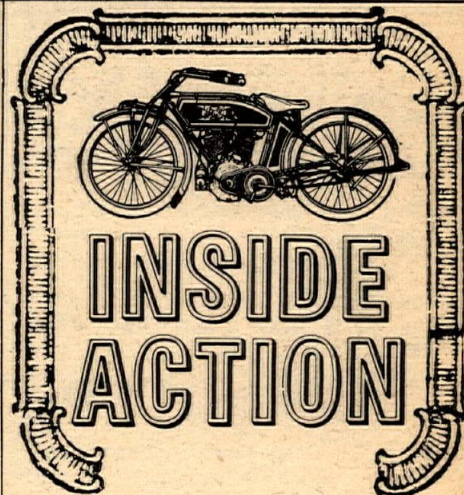


Cycle News

WEST



Each rider has his own particular style when taking jumps, turns, straights, etc., and the above two are rather unique. Top: Bill Clements blasts over a jump at Carlsbad Raceway's Sunday CMC Motocross; while above, Dave Damron manipulates a tight turn during the ACA Road Race at Willow Springs recently. By the way, both riders won the race. Photos by John Shedd and Marty McGillivray.



JODY AGAIN

GARDENA, CAL., April 9, 1971 — Two first year rookie Experts made the 15-lap feature at Ascot Friday night and one nearly pulled off the first major upset of the year at the Gardena speed bowl. John Hateley, Ascot's number one Junior last year, who did not ride opening night due to mechanical troubles, finally got it all together and nearly won it all on the final lap in the main event.

(Please turn to pg. 8)

EASTER GP

EL TORO, CAL., April 11, 1971 — The AFM staged an Easter Grand Prix at Orange County International Raceway today and the fine weather made for some great racing in both the G.P. and Production classes. The turnout was a bit small, however. For complete details see pages 14-15.

Bay Mare MX

SOMIS, CAL., April 11, 1971 — Mark Blackwell showed up at Bay Mare Park and hit the longer-than-a-mile course along with many more fine motocrossers including such stars as Jim West, Doug Grant, Rich Thorwaldson, Tim Hart and Bob Messer and showed them who is boss. To find out how he did it, see page 7.

PLUS

Barry Briggs
Boise TT

THURSDAY, APR. 15

CMC MX, Ascot Park, Gardena, Calif. \$5 post. Night. 213/323-9710.

THUR.-SUN., APR. 15-18

SHOW, m/c & cars, Cycle World. Los Angeles, Ca., Sports Arena, 3939 S. Figueroa. 213/588-1934, 588-4551.

FRIDAY, APR. 16

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

1/2-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

MOVIES, Trophy Cup April 30 San Antonio Rd., Mt. View, from Hwy 101 to San Antonio post. 415/941-7317.

SATURDAY, APR. 17

SCRAMBLES, Hustlers, 1/2-Mile S. of I-80 on Old Davis Rd., Davis, Ca. \$2 post, \$.50 gate. 11 p.m. 916/756-8200.

SCRAMBLES, Madera Braves, Chowchilla Fairgrounds, Chowchilla, Ca. Box 655, Madera, Calif.

MX, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. 806/372-4368.

TOUR, So. Cal. Road Riders, Ridgecrest, Ca. D-37 rally. 213/336-0414.

SCRAMBLES, Shasta, 11 mi. W. of Anderson on South St., Happy Valley, Ca. 916/365-7753.

FAMILY DAY, Bay Mare Park, Somis, Ca. \$2 per bike, \$1 spectator. Open practice. 805/529-1872, 213/883-8811.

SAT. & SUN., APR. 17-18

G.P., Viewfinders, Indian Dunes Pk., Valencia, Ca. \$6.50 limited mail (3/1-3/31), \$2 gate, \$1 jrs. D-37 pts. 7439 Craner Av., Sun Valley, Ca. 91352. 805/259-8000.



RD. RACE, Westwood M/C Racing Assn. 20 mi. E. of Vancouver, B.C. on Hwy 401. 604/321-3163, 879-5211.

SUNDAY, APR. 18

MX, Humboldt Hustlers, Garberville MX Pk., 8 mi. S. of G-ville at KOA Camp. 11 a.m. \$2 post/gate. 707/923-2529, 923-2615.

ACA MX/RR, Carlsbad, Ca. Mail \$6 MX, \$8 RR (extra class/bike \$1) 4/16, post \$10 MX, \$15 RR, \$2.50 gate. 10:30 a.m. 714/774-3222.

PNTA TRIALS, Can-Am Challenge, Seafair City, Seattle, Wash. Box 131, Weston, Ore., 97886.

SPORT SCRAM., Ore. Sidewinders, Lawnfield Rd., near Clackamas, Ore. 1 p.m. 503/659-1022.

EURO SCRAM, Coachella, Lime: I-10 Live Junction, Idaho, Ca. Box 702, 1000 Palms, Ca. 9:30 a.m. \$3.75 post.

TT, Experts, Dehesa, Ca. D-38 pts. AMA/Spts Committee cards.

CMC MX, Saddleback Pk., Irvine, Ca. \$5 mail (4/13), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

INDOOR ST, WSRA, Washoe Co. Fairgnds, Reno, Nev. 1 p.m. \$3 post. No big knobs. 702/323-6055.

MX, Daroga Park, on Hwy 151, 6 mi. N. of Orondo, Wash. 11 a.m.

JR. MX, Bay Mare Pk, Box 371, Somis, Ca. \$5 mail (4/15), \$7 post. \$2 gate. 50% trophies. 805/529-1872, 213/883-8811.

SCRAM, Shasta, Happy Valley Raceway, 11 mi. W. of Anderson, Ca. 1 p.m. \$2 ride/watch. 916/365-7753, 365-1709.

Sportsman Racing Association

(formerly R.V. Enterprises)

European Scrambles

for beginners & novices only

APRIL 18TH

7 miles north of Adelanto on Hwy. 395
\$5.00 Entry
1st Race - 9:00 a.m.
20% Trophies and Finisher Pins
Info: (714) 735-4641
or (213) 370-8234

ACE

Motocross Schedule
& up coming events

at

Indian Dunes Park

April 17 & 18 - Viewfinders

April 18 - AMRA Mini Bikes

May 2 - AMRA Mini Bikes

May 2 - Sand Scrambles

*Special entry this event

ACE

28700 Saugus-Ventura Rd.
P.O. Box 174, Newhall, Cal.
Info (805) 259-8000

MINIS, AMRA, Indian Dunes, Velancia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. 10 a.m. \$2 post (\$2.50 post non-members), \$2 gate.

X-COUNTY, El Cajon, 5 mi. E. of Ocotillo Wells, Ca., Hwy 89 to Pale Line Rd. \$3.50 post, 8 a.m. 714/447-5023.

TT, HRA, at 395 Cycle Pk, Adelanto, Ca. \$2.25 post, \$1.50 gate. HRA card (\$3) req. 10:30 a.m.

MX, MRA, Carnegie Cycle Pk., Livermore, Ca. 9 a.m. \$5 mail, \$7.50 post. All cards. Box 1786, Los Gatos, Ca. 408/353-1570.

EURO. SCRAM., SRA. Lime: 5 mi. N. of Adelanto, Cal., on Hwy 395. 9 a.m. Nov. only. 714/735-4641, 213/370-8234.

ATA TRIALS, V.O.T.E., Saddleback Park, Irvine, Ca. 10 a.m. Mufflers req. 213/660-1152, 780-9538 REPLACES FRAZIER PK.

MX, Valley, 14 mi. S. of Chico, Ca., on 99E & Gage Shippee Rd. \$2 ride/watch. Noon. Info: 916/342-9302.

HARE & HOUND, Nevada Trailblazers, near Reno, Nevada. \$7.50 post, Noon. Info: 702/323-8846.

POKER RUN, Redwood Empire, Sonoma County Fairgrounds, Santa Rosa, Ca. Info: 707/938-5717.

SCRAMBLES, Westside Eagles, La Grange Rodeo Grounds, La Grange, Ca. Noon. \$2 ride/watch. 209/537-2426.

SCRAMBLES, Lodi, 5801 Morse Road, Lodi, Ca. Info: 209/368-7182.

SCRAMBLES, Fresno, Club Grounds at Chestnut & Clayton, Fresno, Ca. Info: 209/251-2709.

MOTOCROSS, Cruisers, High Side Park, Bremerton, Wash. Info: 206/871-1756.

ENDURO, Blue Barons, Tacoma, Wash. Info: 206/472-2402.

HALF-MILE, Motorcycle Promotions Inc., Manor Downs, Manor, Tex. Info: 512/472-8246.

HALF-MILE, Bob Barkhimer, Santa Clara County Fairgrounds, San Jose, Cal.

SCRAMBLES, Beaumont, 4450 Major Drive, Beaumont, Tex. Info: 713/769-5259.

CROSS-COUNTRY, Stump Jumpers, Weatherford, Texas. Box 132, Euless, Tex.

POKER RUN, Golden Eagles, Dallas, Texas. Info: 214/358-3909.

TT SCRAM, Sunny Valley Speedway, 14 mi. N. of Grants Pass, Ore. 1 p.m. 503/476-4018, 476-7405.

MX, MRA, Medford, Ore. Noon. \$2.50 per bike, \$2.50 pits, \$1 gate. 3 AMA No. plates.

TT, Mile High, Salughterhouse Gulch Raceway, Prescott, Ariz. Noon. \$2.50 per bike, \$1 gate. 602/445-0022, 445-0315.

CMC NORTH MX, Oak Tree Track, Hollister, Ca. \$5 mail (4/14), no post. 9:15 a.m. Box 1451. Santa Cruz, Ca. 95060.

regularly scheduled events

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

EVERY SATURDAY

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st & 3rd SUNDAY OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. 1st & 3rd Sunday - Motocross - all classes 8 a.m. practice - 10 a.m. start - \$2.00 gate entry - \$2.00 race entry with membership, \$2.50 without membership. Info - (714) 247-7473 (eves.)

A.M.R.A. MINI-BIKE RACES 1st AND 3rd SUNDAY OF EVERY MONTH at Indian Dunes

Classes by age and horsepower. \$2.50 entry fee to members, \$3.00 to non-members. Sign-up opens at 8:00 a.m., practice 9:00 a.m., 1st race 10:00 a.m. - (805) 259-8000.

1st & 3rd SUNDAY OF EVERY MONTH.

Indian Dunes Park. 300 odd acres of land. Big bikes and Minis on separate course. Gen. Adm. \$2.00, Entry Fee \$5.00. Open 7-days a week.

TRACK FOR RENT MX, TT, Rough Scrambles

H-B Cycle Park & 395 Cycle Park. \$150.00 Non-Refundable-30 days in advance, incld. water truck. All riders entry and gate fee to club. HRA Ambulance, \$10 per hr. No charge to rider. 13671 Suetter Ave., Westminster, Ca.

EVERY THURSDAY CMC NIGHT MOTOCROSS AT ASCOT PARK.

\$5 post entry - 3 number plates. CMC license required. Pit gates 4:30 PM. First race - 7:30 PM. \$400 purse, Experts - trophies, Juniors and Intermediates. General admission \$2.95, Junior admission \$1.50, Kids admission \$.50. Under 8 Free.

APRIL 17th & 18th MOTO X AT OAK CREEK RANCH

3 MOTO PROGRAM
100cc JR - Powder Puff
125/250/Open JR/SR

SSR., GOLD JR.

Practice 7:30-9:30

Race 10:00

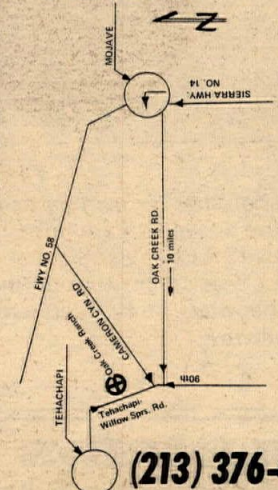
Entry Fee \$2.50

Admission \$1.50

Under 12 Free

SATURDAY

SUNDAY



(213) 376-4573

Every Thursday Night
Motocross
under the lights
ASCOT PARK
Cash for Ex. - Trophies Inter. & Jr.
\$5.00 post - CMC Lic. Req. - 3 Readable No. Plates
Gates open 4:30 p.m. - 1st Race 7:30
Gen. Add: \$2.95
Jr. (12-17) 1.50
Kinds (8-12) .50
Under 8 Free
With this ad 50¢ discount
P.O. Box 1402, Costa Mesa 92626

CUT OUT & SAVE
ASCOT
5 - BIG SHOWS - 5

PASS TWO 50¢
Show this ad at the BOX OFFICE
Savings Per Person

TUES. 8:30
HIGH FLYING
DUNE BUGGIES

NOW - WEDS - 8:30 P.M.
NASCAR STOCK CARS

THIS THURS. 8:30
MOTO CROSS
CYCLES

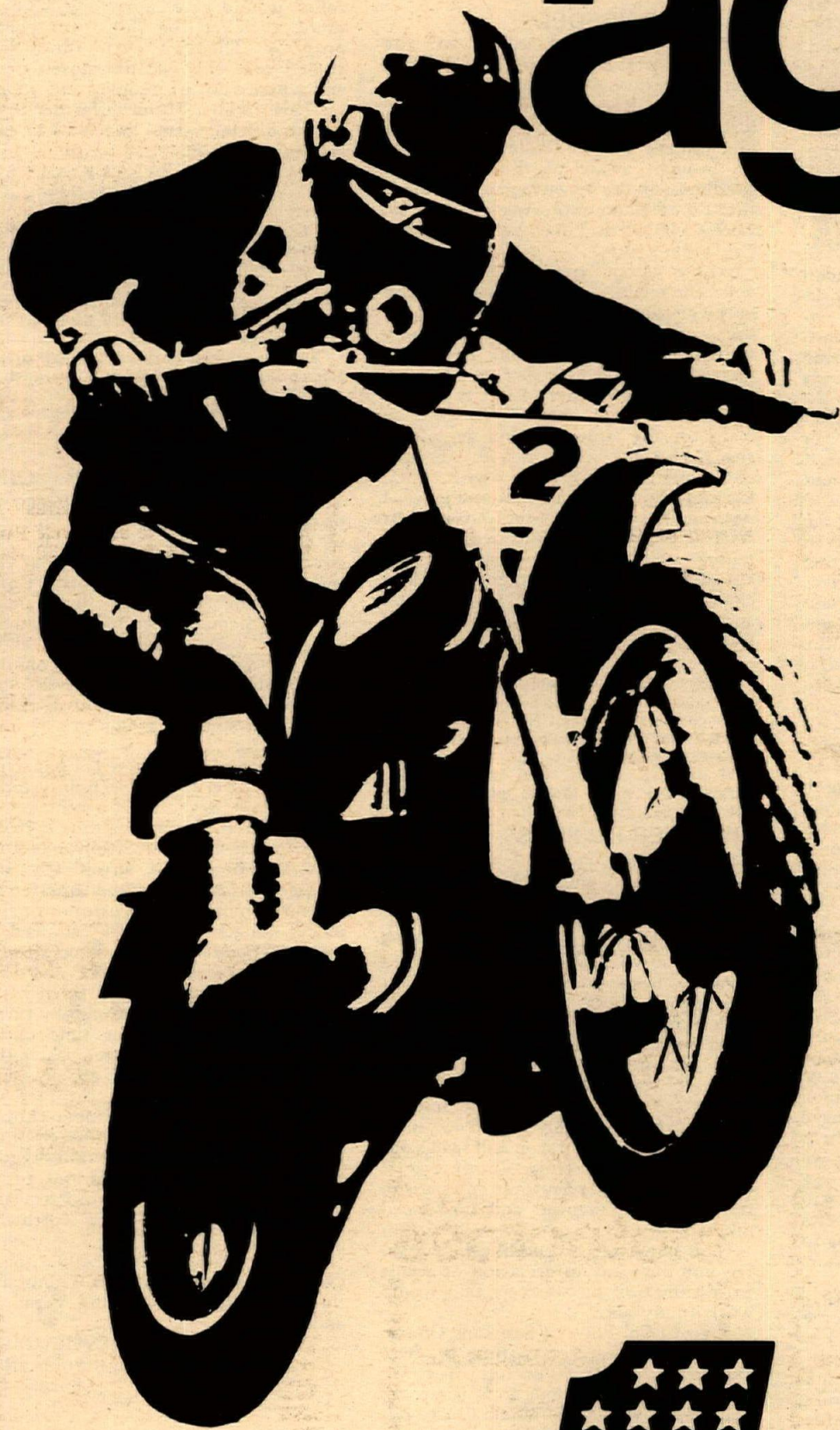
FRI. 8:30
HALF MILE
NATIONAL STARS
CYCLES

- BIG NITE -
SUN 7:30

CRISS-CROSS
STOCK CAR
FIGURE 8'S

18400 S. VERMONT • Plenty of Parking
HARBOR & SAN DIEGO FREEWAYS IN GARDENA
CUT OUT & SAVE

baja wins again!



Buzzards Hare Scrambles
4/4/71

1st Trailbike

3rd Overall

Mitch Mayes — Baja



***the Harley-
Davidson
outperformers***

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"



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Cycle News East, Dixie Cycle News, and National Advertising information: Tom Culp, National Advertising Director.

Cycle News (West), P.O. Box 498, Long Beach, California 90801. (213) 427-7433 — L.A. 636-8844.

TELEX NO. 673-474

Subscription:
One year 2nd class mail . . . \$9.00
2 years 2nd class mail . . . \$15.00
3 years 2nd class mail . . . \$18.00
Single copy price . . . \$30



Published weekly, except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

GREENHORN GRIPE ALREADY

Last year I rode the Greenhorn 500 (Sunday only) and was really impressed. It was 11 hours of out-of-site trailing, everybody I've talked to really dug on it. I was the only trailbiker to finish the "Sunday only" class, so naturally I won my class.

So this year I was gonna ride the Greenhorn, both days, new scooter and all. So what happens? Quote, "This year the Greenhorn is going to be for street legal machines only!" end of quote, from CYCLE NEWS, April 6. How dumb can they get? This is a National Championship Enduro, and it's going to be a very unfair one!

If they think a good percentage of us enduro riders are going to run down to the D.M.V., get Class 4 licenses, make our bikes street legal (turn signals and

motocross course, even in Europe, is peanuts to Snowflake. When she catches me taking a slow line through a corner, she doesn't hesitate to lay into the old boy with some of her snooty intuition. From now on Snowflake, with a mixture of arrogance and intuition, will be officially covering my activities with the American Moto-Cross Team in Europe in her own private column in CYCLE NEWS.

I like to refer to this year's campaign in Europe as "AMXT PROJECT 1971". It amounts to a plan with definition that become official as recently as Daytona on the morning of the 200 miler. Key officials, supporters and devotees of the whole idea of the AMXT happened to be in the neighborhood for Speed Week. It was a natural consequence to have a meeting, as we did, and set down a plan. The

TV: HOORAY! HOORAY!

Channel 9 and Yamaha really showed motorcycling like it is. This kind of program showed on Thursday night March 18 can only better our sport. Wouldn't it be great if the other manufacturers would sponsor some more programs like this one?

I got so excited I went out into my garage and started my Triumph just to hear the (quiet) noise.

LEROY MILLER
S.P.O.R.T. M.C.

Huntington Beach, Cal.

LETTERS NEEDED

Having attended most of the meetings pertaining to the Angeles Nat'l. Forest, and all of the meetings on the Oxnard Recreation Park (which we lost), I thought I had better drop you a line and ask that the Cycle News readers be brought aware of the April 20th deadline for the receiving of letters by the Forest Supervisor, Angeles National Forest, 1015 N. Lake Ave., Pasadena, California 91004.

These letters (pro or con) are to voice the feelings of the users and future users of this forest for off-road vehicle use. As it now stands, there are only four choices to select from. It is not a matter of should they give us our areas to ride, but rather how much to take-away. So now we will see how many of the 'snivelers' will get off of their butts and write to the above-mentioned people with their feelings about areas to ride and drive. I noticed that you had people from your staff at the meetings, and perhaps I am telling you something that you are already aware of, but rather than take a chance I thought it best to write you and hope that this is brought to your many readers attentions.

E. BRUCE JOCHIM
(alias "Elmer's Boy")
Los Angeles, Cal.

We recommend Proposal No. 4 whereby the whole forest would remain open to recreation vehicle use except certain experimental agricultural zones and hiking trails. Motorcyclists need MORE places to ride now...not less!...Ed.

SILENCER BUSINESS

In the past month I purchased a Maico 360 X4A and have started racing motocross. On Feb. 21 I was at the motocross held at Dunlap Cycle Park. At the riders meeting they offered \$5.00 to anyone who won while using a silencer. Because of the great racket going on about noise and sound pollution, I thought this was a very good move. If more races had this \$5.00 prize and people started winning with silencers people would realize you can go fast and be quiet at the same time.

I have been reading Cycle News since Spt. of '70, and have seen and read your many articles on Noise (both Pro & Con). I have also seen your comparison tests between silenced and unsilenced bikes.

This is where I would like your help. Do you have any information or access to information on silencers that would work on my bike.

I go to Cal Poly, at San Luis Obispo and there is no place to tune my bike except about 10 miles out of town; because of noise regulations (or rocks from windows). And I would like to put a silencer on my bike but I don't have the money to buy two or three before I find one that silences and still leaves the bike with power.

I would appreciate any help you can give. Dunlap is coming up and I would like to win \$5.00!

WALTER MENGE
San Luis Obispo, Cal.

Bailey makes a good silencer. It costs about \$9.95 and if your dealer doesn't have one, Bailey is listed under "Exhaust Systems" in CN's Dealer & Service Directory. Bassani and J&R silencers are also good. AJS has one that may be adapted.

Note: Mount the silencer with an extra strap around the body, fastened to the bike, so it won't break or fall off!...Ed.

CAUGHT DOING WHAT?

I have followed your "Bean Canyon Bust" story and it was informative and interesting. Myself and many others were also caught in that area, so we stayed out of that area and went down west about 10 miles, we have been riding there for sometime now. This Saturday, Mar. 22, we went riding there only to find a sign "no motorcycles allowed". So we stayed away from that area and drove in and rode our bikes Saturday with no trouble, and then Sunday came, about 2:30, a police car rolled in and gave everybody who was there a ticket for riding on private property. Then all cycle riders were rushed out. This was our closest desert and where a lot of people rode, so now we have to go 70 miles farther to get to the desert. Seems like we just can't ride anymore!

PATRICK JOHNSON
Santa Susana, Cal.

The feeling that "If you get a ticket, you are in the wrong," is currently being exploited. Most people will pay the fine without much protest. We have found, however, that in a vast majority of the cases in which persons have pleaded not guilty as to allegedly riding on closed, off-road property have had their cases dismissed.

The government officials are apparently attempting to avoid a "test case" in which the ordinances and state laws in existence could be declared unconstitutional. Keep plugging away at it...Ed.

THEY PROVED THEIR POINT

We read with interest your account of our teams effort in the 400 mile Mint 400 desert race. Thanks for the coverage, but we were surprised at your reference to our riders, quote: "Comic start of the show was the team of Richard Sieman and James Connolly (Tri) who were attempting to finish the race on a real live chopper complete with foot pegs up front and a sissy bar. They were determined to finish at least six laps in spite of a flat tire. It was a gallant effort."

These two men entered the machine to prove a very valuable point, and in the process beat three-fourths of the bikes entered. For a long time there has been much misinformation put forth that choppers, and specifically long chopper front ends, are unsafe and should be banned. Our custom forks, six inches longer than stock, showed no signs of bending or breaking after 12 hours of severe pounding.

One of the interesting sidelights of the event was that Jim Connolly turned a lap in the astounding time of one hour and thirty-six minutes, faster than many of the sponsored go-fast, super machines entered. When the race was completed, the Sunset Tripper chopper was still running, even though much time was lost by riding 22 miles with a flat rear tire. We finished out of the money, but it was a beautiful experience, and we feel a worthwhile one.

By the way, the Mint 400 chopper can be seen on display at Triumph of Burbank complete with the Vegas dirt and dust.

HAROLD STRAUBING
Hi-Torque Publications
Encino, Cal.

ENGLISH & EUROPEAN NEWS

I would like to know if you could tell me where I could obtain a weekly or monthly publication of English and European Motorcycle events, coverage. I've heard of a newspaper called British Motorcycle News, but don't know if it is true or where to get a subscription of it. Could you please send me this information.

MONTY BROWN
Woodland Hills, Calif.

Probably the leading British Weekly is Motor Cycle News. Subscription via surface mail is \$7.80 for one year. Address is 117 Park Road, Peterborough, England...Ed.

VOICES OF THE WEST

the whole shot), and then license our bikes, all for one enduro, they must be quite naive! Have any of you readers out there ever tried to license a Sachs, Penton, or Bultaco half-way set up for dirt lately? Those particular bikes were class winners last year. Or better yet, try to license a Husky, Greeves, Maico, Ossa, Hodaka, or Harley-Baja; all these bikes finished both days last year.

But what about Yamaha? I'll tell you what about those nice people at Yamaha. It's no secret that Yamaha sponsors the Greenhorn, and in all probability it wasn't The Pasadena M.C. who decided to restrict it to street legal bikes only, it was Yamaha! How underhanded and dirty can they get? Face it, 75% of the bikes in this year's Greenhorn will be Yamaha. And after the results have been figured Yamaha will buy up 2 whole pages of Cycle News with a headline of, "YAMAHA SWEEPS THE GREENHORN", or something to that affect. This really shouldn't bother me because I've got a new Yamaha CT1-C, but this is totally unfair!

Well I hope Yamaha has a heart and lets us real enduro riders have our Greenhorn back, the way we would prefer to remember it, in 1972; if not, it looks like we've lost the best enduro this side of the Mississippi River.

Sincerely Sniveling Yours,
TOM MARSHALL (16)
Torrance, Calif.

Face it, Tom, street legal enduros are the coming thing. Most championship enduros are for street legal machines. And Yamaha International has no official hand in the Horn. It just happens that some of their employees are members of the sponsoring club. Pasadena M.C. doesn't need Yamaha to put on the Greenhorn and Yamaha doesn't need the Greenhorn to sell bikes. Honest...Ed.

FOOTHILL HAWKS SILENCERED

After much discussion within our club, it was passed unanimously that it become mandatory for all members to equip their bikes with silencers. We feel noise is the biggest threat to motorcycling today. The clubs which have done this already are to be congratulated and we hope others will follow.

JOHN POMO
Sec. Foothill Hawks MC.
Montebello, Cal.

Congratulations, Hawks. And thanks...Ed.

AMXT REPORT

We're heading for Europe today. Snowflake, who will be taking care of subsequent coverage of the AMXT in Europe, is in the driveway testing out the crate which is to carry her to Luxembourg. She's quite a whiz when it comes to motocross, as you will see during the next few months. Her prowess on the subject has something to do with her Afghan heritage; a breed of hound reputed to be the fastest in the world over rough natural terrain. A

idea, of course, is to promote American involvement in motocross on a World Championship level. We're out to produce an American World Champion; something we'll never do drifting around exclusively on home-grown tracks.

The plan calls for a well organized spearhead on the Grand Prix's in Europe, and the fellows chosen to head it up are Barry Higgins, Bob Grossi, and myself. In order to simplify logistics and keep down expenses, we are limiting the main offensive to a period of seven weeks in August and September, during which we will compete in the Belgian, Luxembourg, Dutch and Swiss Grand Prix's, the Moto-Cross des Nations and several International meetings. In the meantime I am going over with my wife, Laurie and our reporter, Snowflake, to make arrangements for August and September. While getting us set up with a van, the machinery, tools, equipment and confirmed race contracts, I'll be spending the weekends doing as many Grand Prix's prior to August as possible, as well as International motocross meetings much as I have been doing over here during the past three seasons.

Much of the impetus behind "AMXT PROJECT 1971" comes from a recent surge of enthusiasm and backing from individuals and from firms connected with the motorcycle industry. Husqvarna has offered to supply the machines, the parts and a mechanic for the Team in Europe. Champion Spark Plugs recently gave us a contribution that helps substantially with getting us airborne for Europe. Other groups, such as my home state (Ohio) sponsors, have really been rallying to the plan to help in any way they can to see that we succeed.

Be watching for us. Snowflake will be devoting her first column to news that begins where the action is going to be; in Europe, when we arrive and start setting up headquarters.

Best for now,
BRYAN KENNEY

LET'S HEAR IT FOR MAX

We here in Las Vegas do not think that Sharon Clayton reported quite fairly on the performance of Max Switzer in the Mint Race. Max turned as good a time as J.N. Roberts and rode the last lap in the dark with no lights. He did not get off and rode the desert like the true champion he is, motorcycle and man as one. Please give credit to Max too — even if he isn't from California.

TOM, LARRY, BOB & TOMMY

Tom's Cycle Center
Las Vegas, Nevada

P.S. We are not a sales and service of Husky either, just people who think Max is about the greatest desert rider there is.

Even us Prune Pickers agree with that...Ed.

CYCLE WORLD SHOW

All plans are now complete for the biggest custom vehicle show ever seen in the Los Angeles, Calif., area. It's the 11th Annual International Custom Car, Motorcycle and Hot VW's show set for April 15-18 at the Los Angeles Sports Arena.

This show brings together acres of custom car creations, the latest styling trends in choppers and new ideas in off-the-road vehicles. A wild all-new creation will be shown in the "Ice Truck" super rod. Styling of the 80's is here today, as you see the "Predicta", bubble top car of the future.

Test your skills on the trials course or take it easy and watch the free motorcycle racing movies. Motorcycle fans will also see the Daytona winning BSA, with a top speed of over 170 mph and the worlds only V-8 motorcycle, the Moto Guzzi, capable of over 180 mph.

Memories of the past can be seen as the L.A. Fire Department presents its old Amoskeg Steamer and an antique "Keystone Kop" paddy wagon will be shown by the Los Angeles Police Department. Don't miss the smogless electric car and Tom "The Mon Goose" McEwen's 1970 Plymouth Duster with a speed of 214 mph in 6 seconds.

In addition to these exciting features, you'll enjoy the Modelrama Model Car Contest and a custom bicycle contest. Hear Standels battle of the bands and see the Wick Light Show. Style shows, queen contest and karate demonstrations are all part of the "Greatest Show on Wheels".

LET'S OUTLAW NOISE!

With the sole exception of straight line record attempts, the AMA Competition Congress should banish wide-open noisemakers from the sanctioned scene.

The cost of silencing our sport voluntarily is cheap compared to the price we are paying in lost land and outright banishment of motorcycle riding. If the AMA firmly outlaws noise now, we have a good chance of holding our own against the anti-motorcycle forces until the heat is off. After a couple of years, if they want to, the Competition Congress may choose to allow some more events to run wide-open. But for the time being, even motocross, flat track and road racing should muffle up.

Not only funriders are causing the crackdown on "noisy motorcycles." Interested legislators, councilmen and park people go to motorcycle races to see what motorcycling is all about. They've classed ours as a "noisy sport," like skeet shooting, and this classification rules out many locations where we could ride, if done quietly.

The motorcycle sport has enjoyed great prosperity, thanks to the number of fans turned on by riding for fun themselves. Now AMA can consolidate the gains the sport has made by controlling the one great detriment to enjoyment, harmful noise. New fans with normal hearing overwhelmingly name "the noise" as the one thing they disliked most about the first races they witness. This was not the case in Madison Square Garden, however, when AMA short track races were run with silencers experimentally required. Exhaust racket was tamed from a painful 110-115 DbA wide-open reading down to a reasonably endurable 85 to 95. I should emphasize that the roar of the motors was no less impressive than similar races I've experienced blasting wide-open through my brain. If anything, it was more impressive. The silenced engines under power put out the loudest sound, and at that it was no louder than a wide-open expansion chamber idling.

There are those who will say, "take away the sound and you take the fun away." To them I answer, don't knock it until you've tried it. A reasonable level of AMA sanctioned noise to set would be 95 dbA at 50 feet. Silencers are available costing from \$9 to \$12 that can quiet bikes down to that level.

Many clubs and race tracks have already taken the wise step of self-enforced silencing. The situation in the crowded west is so bad that they don't have to be told to muffle up — it is a necessity for survival. As the problem moves inexorably out across the nation, more riders will feel the rusty gates of officialdom closing on his sport. Noise is not the only problem motorcycling has to solve to survive. But is the worst enemy we have. We look for the AMA to lead us to more and better motorcycling, through quiet racing.

By Charles Clayton

NIXON BREAKS WRIST IN ENGLAND

("SPECIAL TO CYCLE NEWS") While the U.S. Ping Pong Team was getting itself skunked by the hot paddles of Red China, some of America's better road racers were over in England this weekend suffering a worse fate at the hands of Britain's road race wizards.

In practice Wednesday at Brands Hatch for the coming Friday's first of a 3-race series, Gary Nixon hit an oil slick and got off, breaking two bones in his left wrist. The game redhead nevertheless says he hopes to ride the upcoming U.S. National Road Race Championship at Atlanta, Ga. April 25. Until the crash, Nixon was the fastest U.S. rider there, traveling on a good-will exhibition tour for BSA-Triumph Inc.

Britons including Ray Pickrell and Paul Smart on BSA and Triumph respectively romped over the remaining Americans, Smart winning despite a broken finger. Dick Mann was the fastest Yank, garnering a 3rd and 4th at Brands and turning in the same performance at Mallory Park on the next day.

Manzy Motocross

By Dan Basinski

PHOENIX, ARIZ., April 4, 1971 — In the motocross held at Manzanita Speedway this Sunday Dan Croyle (Sac) outran the 125 Sr. class three times for easy wins. Craig McCann (Gre) did the same in the 250 Jr. class, but a close battle raged among Larry Ayers (Yam), Ed Wille (AJS) and Trent Stump (AJS) for the other three places. They finished in that order.

In the Open Jr. class Gerald Pratton (CZ) won two motos which earned him first in class. Dan Basinski (AJS) easily won the other moto but the water hole beat him the rest of the day. In the Open Sr. class Brian Ross (AJS) took home first place money. Some crafty riding through the water hole enabled him to get by Byron Boaz (Mai) and Dennis Himes (Gre) in the first and third heats. Himes won the other moto. Ross is undefeated by local riders since he went to the Open class some six months ago.

(Results on page 22)

YAMAHA FACILITIES

Yamaha International's corporate facilities and western regional distribution center in Buena Park, Calif., had its formal opening March 26.

Included on the 20-acre site are a modern, two-story 43,000 square foot office and a 125,000 square foot warehouse and service building.

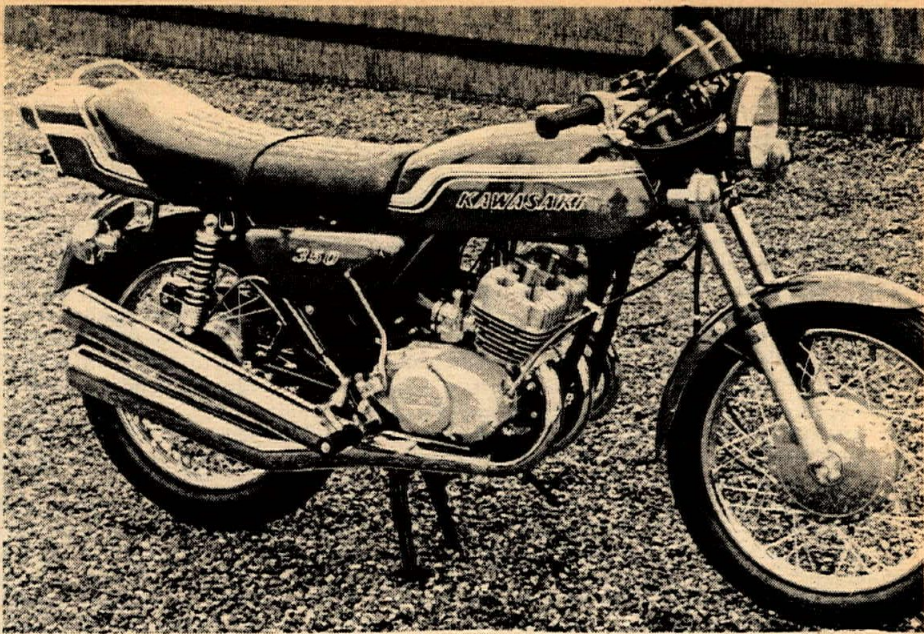


Photo courtesy Motor Cycle News

KAWASAKI 350 THREE. For the enthusiast who is faint of heart but still lusts for the snappy lines of a Mach 3, Kawasaki proudly announces the new 350SS Three. Preliminary horsepower reads out at 45 at 8,500 rpm with a top speed of around 110 mph. The bore/stroke dimensions are 53mm x 52.5mm. The all-new frame is of the conventional double-loop cradle design with 18-inch wheels. Exhaust pipe configuration is nearly identical to that of the Mach 3. Styling is the most "Americanized" yet to come from the Orient, utilizing a banana seat and sculptured fibreglass reminiscent of Harley's new Superglide, topped with some snazzy racing stripes. Not only that, but keep your eyes peeled for the racing version. Developing 55 bhp at 12,000 rpm, it'll go around 148 mph.

WATER FIRM PROPOSES BIKE PARK

ANAHEIM, CAL., April 8, 1971 — A 632-acre trail-riding park for mini-bikes and motorcycles was proposed Thursday by the Anaheim Union Water Co. for a rugged area east of Yorba Linda.

Donald M. Eversoll, vice president of the water company, said the investment would be \$2.5 million and that the park will be built and operated by Anaheim Union.

Included in the plan will be a 60-acre park-like area for families, equipped with picnic tables, playground

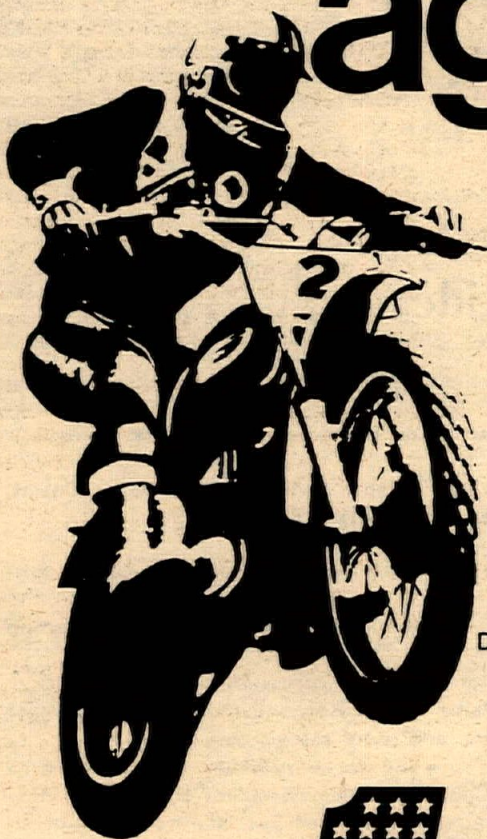
equipment, a softball diamond and other recreation facilities.

Most of the development will consist of motorcycle trails over rugged hills and through canyons on the property, which lies north of Esperanza Road 2½ miles east of Imperial Highway.

The company asked for a conditional use permit, but zoning administrator Ray Reed delayed his review until April 22 so he can inspect the property.

Eversoll said the company's park would be family-oriented, and that one riding course would be set aside for mini-bikes only.

baja wins again!



Desert M.C. Hare & Hound 3-28-71
Trailbike Class

1st Randy Milligan-Baja 100 (Ex.)
4th Mike Hayes-Baja 100 1st (Jr.)
5th Jim Summers-Baja 100 (Ex.)



the Harley-Davidson outperformers

Williams Tops Boise TT Championship

By Jay Lacey

BOISE, IDAHO, April 11, 1971 — For the first time in some five years the Boise Spring Opener TT Championship has returned to the Pacific Northwest.

Mark Williams, aboard the Love Brother Triumph, grabbed the lead at the opening flag and kept it to the end. Mark Brelsford (H-D) copped fast time money, ran second for eight laps, then slipped slowly to fourth. Dave Hansen, steady throughout, kept the pace and finished second while Portland, Oregon's Sonny Burres, the Expert trophy dash winner, maintained third.

Randy Scott of Corvallis, Ore., aced the Junior division doing his thing in both the trophy dash and main event. Riding the Gary Davis Triumph, Randy led throughout losing his lead only once to the hard charging Californian, Gary Scott (Tri) who was relegated to second. Rick Cook was third.

As in the other two events, the first lap leader was the Novice winner. Steve Baker's hole-shot on the troops did the deed as he led the entire ten laps on a Yamaha fending off the trophy dash winner Delbert Armor (Yam) with Scott Brelsford (Bul) third.

A complete report of the weekend's events will appear next week.
(Results on page 22)

Experts Stage CMC Hit

By John Shedd

CARLSBAD, CAL., April 11, 1971 — For the past few weeks, CMC number 28, Bill Clements has really been getting it together. He is faster and smoother. The name of the game is "Catch me if you can"; and when trying Clements there aren't many who can.

In the first 250 Expert moto, Dave Smith wheeled his Maico into the lead at the drop of the flag with Clements closing in. Smith couldn't hold off the Husky and Clements took over the lead on the first lap. Once out in front he flew from jump to jump and ricocheted from corner to corner widening the gap; no one could close. Tilson Shumate overtook Smith and beat him out for second.

Dieg Gualda brought his CZ to the front of the pack in the second leg, and once again Clements had to come from behind to take over the lead. He shot under Gualda on the last turn of the first lap widening the gap after lap.

In the final leg it was again Smith and his yellow Maico leading. This time he was able to hold off Clements for two laps; but when Bill took over the lead, he became untouchable.

Mike Cram, CMC's number one, spurred his Maico into the lead in the first turn, but out of the second turn it was Clements out in front and movin' on. Pat deBenedetti got a bad start, but one by one he picked off the riders between him and Clements. By lap two he was in second place but he was way behind Clements who had wasted no time in building up a big lead.

This time fortune was not on Bill's side. Coming down from the uphill section he lost his counter-shaft sprocket which left him with only one gear: neutral. Pat hurled his red Maico into the lead and made easy work of winning the first moto.

The second 500 Expert moto was the only race of the day for Clements that he didn't have to come from behind, and to make up for it he dropped it in the hairpin. deBenedetti almost went down with him, as he was close behind, but he only clipped the fallen bike and moved into the lead.

For several laps it was a wheel to wheel duel. Twice on the big jump Bill

sailed high pulling alongside Pat in the air but Pat was first each time to get his wheel back down on the ground where it could do some good and he held his lead.

On the next to the last lap Pat cut a little too close to the snow fencing and hit his hand on a support post. On the downhill he took his hand from the bars and gave it a shake to ease the pain and Bill snapped up the lead and went on to win the second leg.

In the final leg neither Pat nor Bill got a very good start. Rich Norgaard was out in front, and Mike Cram was close behind. Pat moved up into second with Bill right behind the pair swapped places a couple of times and then Pat pulled into the lead. Bill was putting up a tremendous chase but he lost it on the downhill and Pat went on to win the moto and the class.

One of the better races of the day was the second leg of the 125 Expert class. Bill Urban, who had won the first



When he wants to be, Bill Clements can really be spectacular.



Pat deBenedetti (19) has his hands full attempting to hold off Bill Clements. Pat won the 500cc class and Bill the 250's.

moto, got a super bad start, and on the next to the last lap he had worked his way into second place and closed the lead Jim Beachamp had built up.

Urban made a bid for the lead at almost every corner and jump and each time Beachamp closed the door. Urban pushed hard hoping Beachamp would make a mistake but he didn't, and he won the moto with Urban in his dust.

The last leg was play time for Urban. He took the lead at the start and from then on no one came close.

Next week the CMC will be at Saddleback Park and it looks like the man to beat there will be Bill Clements. The best this country has to offer will have their work cut out for them if they plan to play "Catch me if you can."

(Results on page 22)



The 125 Jr. Div. I gets off the line. J. Hill (886) takes on S. Sutter (318) in a personal duel. They finished 2nd and 3rd respectively.

FOR THE DESERT, ENDURO, MOTO-CROSS, TRIALS AND SCRAMBLES ENTHUSIAST opening april 16 & 17 in beautiful downtown burbank — full details in next week's paper !!!

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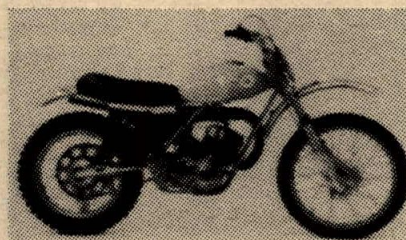
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**HANDLES
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Marc Blackwell

Bay Mare Easter Bash

By Ron Schneiders
THOUSAND OAKS, CAL., April 11, 1971 — What was billed as a minor motocross at the pleasant Bay Mare course today turned into quite an event. Not only were almost all the big names in Southern California motocross out for the race but many of the stars of desert came to see how the other half lives. Or races, anyway. Among the more prominent stars of sand and sagebrush were Rich Thorwaldson, Jeff Wright and Terry Clark. Although there were lots of big names, general rider and spectator attendance was light. All told there were probably about 300 riders and less than 2,000 spectators. Easter of course was responsible for the sparse turnout and indirectly for heavy turnout of Experts. You see, this is the one Sunday of the year that the District didn't schedule a Point event. Naturally the guys had to do something or they'd get rusty, right? So they came to motocross. Of course the offer of fairly good prize money didn't hurt, either. (\$70, \$30, \$50, \$10 & \$5 to Experts.)

The competition was so tough that good riders like Bob Messer and Tim

but he got going again faster and by the time they got to the bottom of the hill the order was Barron, Clark and Wright. Barron and Clark stayed within a bike's length of one another for the rest of the race while Wright, slowly but steadily dropped back. On points then Barron was first and Clark second. John Maroney on Penton took 3rd, Bob Brooks (Yam) got fourth and Wright (with a poor 2nd moto) took fifth.

Steve Scott (Bul) showed the 250 Expert class what seemed like easy victories in the first two motos which assured him overall victory if he did even reasonably well in the third moto. This he did, with a third place. Bob Hershey took three very consistent 2nd places to earn second overall. Doug Grant (AJS) won the third moto but a poor 0-pointer in the second race kept him down to 3rd.

The Open Senior event is almost always the most exciting event to watch, especially today. It was Marc Blackwell's (Hus) day. Marc wears glasses and seems very serious. He looks more like a Latin scholar than a motocross racer — until he gets on the line. Then there's not much doubt he's all racer. His style is quiet and business like, but very fast. Going over the jump where most riders go forty or fifty feet in the air with the front wheel all beautifully crossed up, Marc hardly left the ground. A little hop and he was back plastered to the ground and driving. Coming into a hard right hand turn where all sorts of sliding and bouncing was normal, Marc came in straight up, got to the bank, and caromed off like a billiard ball. He took first in the first two motos, and rested through the third, taking a fourth. Plenty good for first overall.

Back in the ranks, during the first two motos, Jim West (Hus) and Rich



Some chicks like Charlene Higgins like to get right out there and wail...

Thorwaldson (Suz) were having it out. They seemed just about equal. Jim could gain in the corners where he seemed a bit smoother, but Rich invariably picked up some when the going was really rough. His new Suzuki seemed like it was going in five different directions at the same time, but it was going fastest in the right direction. In the first moto, Jim got fourth, Rich got third. In the second moto, they reversed, Rich third, Jim fourth. In the meantime, Gary Chaplin (Mai) had taken two seconds without much problem.

When the third moto came up, Blackwell was a cinch to win if he just finished, but everything else was in the air. Any of the top three spots would get Gary Chaplin a second, unless Rich Thorwaldson or Jim West won, in which case they could push him out. And that's what happened.

In one of the early laps, Bobby

Messer fell down and Chaplin, unable to avoid him, crashed himself. Messer earned an ambulance ride but is not seriously injured. Gary got up and continued to race, but more slowly. He finished sixth. Blackwell was loafing, Jim West got the lead, and Rich Thorwaldson, just couldn't catch him. So on Points it was Blackwell, West, Chaplin, and Thorwaldson. "This takes a lot more endurance than desert racing," said Rich, "I didn't realize what bad shape I was in." Considering that he's a virtual Novice at real motocross work, one shudders to think what Thorwaldson will be like when he gets into shape! At the pay window Rich wasn't exactly exuberant, which is easy to understand: If he had just managed to get ahead of Jim West in that last moto, he'd have been collecting \$50.00 instead of \$10.00. On the other hand, a fourth place on the desert only earned him another trophy. Would money corrupt him? "The Saturday night parties and the campfires on the desert are where it's really at," said true blue Rich. I can dig that.

All you Juniors get your scooters shaped. They're going to have a day just for you on May 16th at Bay Mare. No Experts to make you look bad and trophies — "good ones," says the management — to all who finish. Watch Cycle News for the details. It's limited to mail entry only.

(Results on page 22)



...while others just groove on the scene.



Would you believe this man is out of shape? Rich Thorwaldson tries a bit'o Motocross.

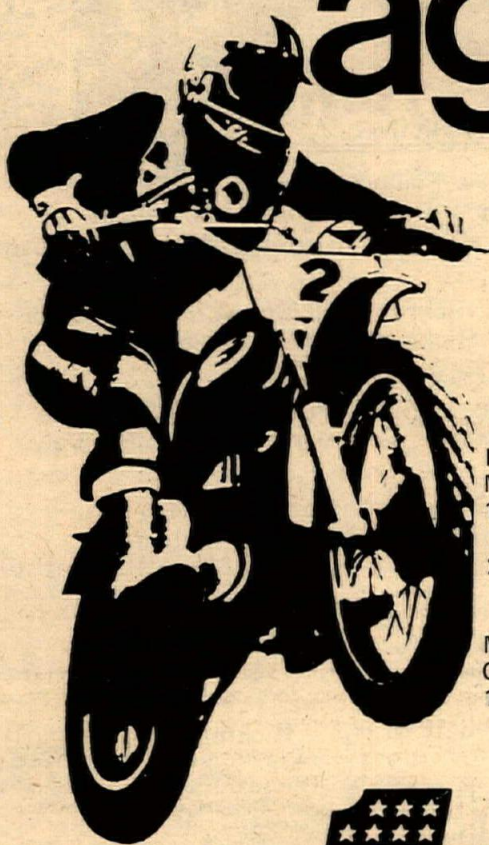
Hart were out of contention, and even Jim Wilson barely missed being skunked.

In the 125 Expert class the big battle was between Bruce Barron (Rik) and Terry Clark (H-D). Terry fell down once in the first race and managed a not-great fifth while Barron won. In the second moto something happened to Barron and he wound up with a miserable 10th. The third race looked for awhile like it was going to be an upset as diminutive Jeff Wright (Rik) scorched into the lead right off the line. But it seemed like Jeff was riding a bit over his head trying to hold the lead and on a steep downhill (that was only used in the Expert races) Jeff took a tumble. It looked like Terry Clark went down too, or at least had to stop (I was a long ways from the action)



Marc Blackwell and Jim West get head-to-head with The Man. The Man is Starter Chuck Ferguson. Jump the gun on this Starter and you're in trouble 'cause it's a real gun.

baja wins again!



Invaders Hare Scrambles
March 21, 1971

1st Trailbike (Expert)
Mitch Mayes—Baja 100 (10th overall)
2nd Tom Sawyer —Baja 100 (1st Jr.)
(2 in a row)

March 14, 1971
Chapparel's M.C. Enduro
1st A Trailbike
Dave Ekins — Baja 100



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NICHOLAS RESPONDS TO ASCOT PRESSURE

(Continued from page 1)

The Expert final topped off a night of wild, hairy racing in all three classes with most of the events decided on the last Ascot turn.

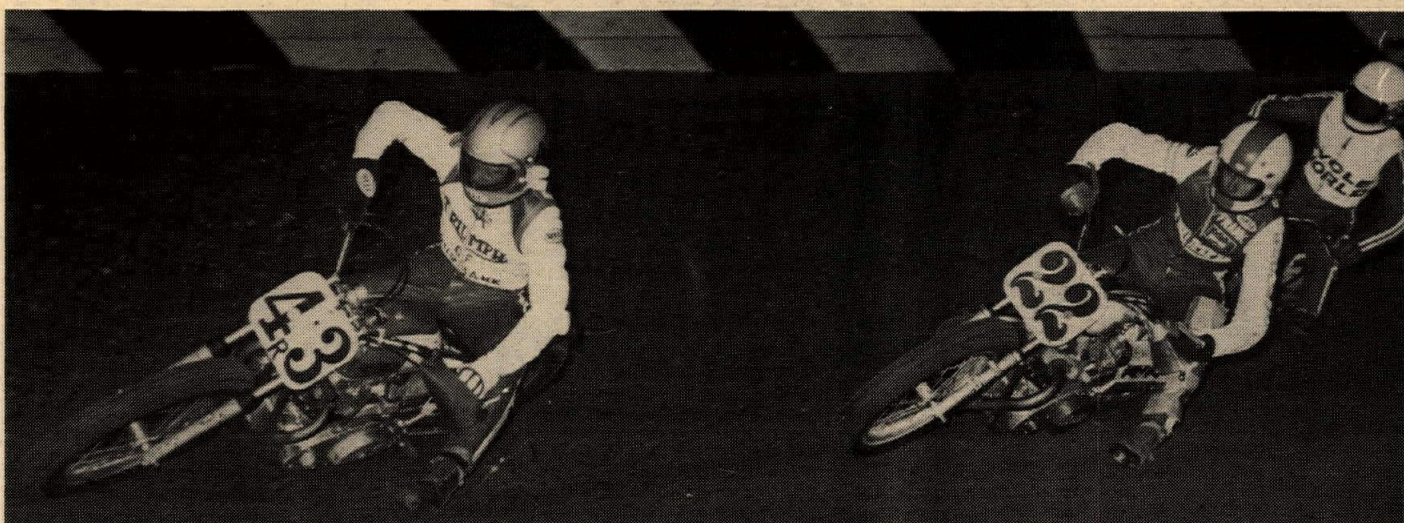
Keith Mashburn gunned for the sweep, but after winning his heat race and the trophy dash was run into the ground and finally, after leading the first lap, ended up fifth in the final.

Lloyd Houchins, taking his second ride on a new BSA, won his heat race and looked like the main event winner for the first five laps in the final, leading until the sixth round. Lloyd finally held on for a close third place.

Hateley was turned back in the heat race on the final lap by Jody Nicholas and then again ran second in the Dash behind Mashburn. The Van Nuys teenager found himself in fourth during the early laps of the final and not a contender.

Laps nine, ten, and eleven John tried desperately to pass Houchins for second, he finally made it on lap twelve after the two had raced side by side for nearly two miles. With less than three laps to go it looked like a Nicholas breeze, but youth sometimes finds new strength in the stretch.

Somehow the gap closed and John was right on the rear wheel



John Hateley holds a slim lead over Frank Gillespie and Jody Nicholas.

of Jody as the two started the final lap. The race was decided out of the final turn as Hateley and his Triumph lost the bid by a few feet at the finish.

Nicholas again had two Nortons in the pits but he selected a brand new one to try for his second straight win. His time trial was not good enough to put

him in the Trophy Dash but it finally was fast enough to pass Hateley on the final lap of the heat to win and then again hold the Triumph on the last lap of the final.

For the second straight week and the third straight race, Mark Brelsford tempted fate and won out. Mark got off on the front straightaway all by himself while leading his heat race. Bike and rider were stretched across the track leaving six other riders with no place to go. All six Experts including Mel Lacher, Frank Gillespie, Shorty Seabourne and Dewayne Keeter, expertly missed the Mark by inches with Gillespie going on to win.

In an earlier Expert heat race Bill Cody had the thrill of his life when the rear wheel of his Norton tore loose from the machine on the front chute, sending bike and rider to the turf. The following chargers all missed but Cody jumped up and nearly ran in front of one rider as he attempted to get off the track.

GARY SCOTT TOPS JRS. TWICE

Gary Scott was again the big un in the Junior class. His Triumph took a back seat only once during the night. This came in time trials when Loyal Penn and his Triumph took fast time honors for the yellow plates.

Scott, Penn and Earl Barker on a BSA were the three heat race winners. Baker nearly crashed leading the heat with one lap to go and another rider inches behind. When Barker lost control the challenger fell off trying to avoid a collision and Barker backed into the win.

Scott again thumped Texas Mike Kidd. First in the heat race after an early lap wheel-rubber and then ran away in the final, leaving Kidd to do battle with Penn for second place.

SCOTT BRELSFORD TAKES NOVICES

Yamaha put on the pressure in the final and led for the first four laps, or half the distance. Brelsford and the Ossa moved to the front on lap five and it was all over for the second straight week, although Nichols had to hold off late-lap charges by Steve Mudd to salvage second spot.

This is the third straight time in a week that Brelsford has picked up the



Keith Mashburn collects his just rewards.

\$50.00 per Novice win contingency money from Ossa. Gary Scott grabbed off \$50.00 from Bates Leathers for winning the Jr. final in their hides. Nicholas has had his \$50 per win upped to \$100 from Norton.

This coming Friday night marks the first night return for Gene Romero, Jim Rice, Dave Aldana, Don Castro and Don Emde. All have returned from England and should be ready to try on Nicholas and the crew this week.

Chuck Palmgren is also back. He won the Semi but dropped out in the final with engine troubles. It is another season of Friday night Nationals at Ascot.

(Results on page 22)

Blunt Continues Perris Streak; Bramlett Returns To Win Again

By Elaine Jones

PERRIS, CAL., April 10, 1971 — Bob Bramlett must like it here a bunch since he made the trip from Boise, Idaho to give it a go. Bob's name appeared in the results frequently last summer and after his winning performance in the 250cc Novice Division I Saturday night things haven't changed.

The Amateur-Expert Moto was musical bikes with the score sheet the only way to decide. Sandy Armstrong lost his throne to George Gillespie, last season's Perpetual Trophy winner. George built a powerful Yamaha and finally got it all together. Mike Posey was out after a long absence but for some reason hung it up after the first moto.

Jeff Sexton and Bob Greenstreet were really duking it in the Amateur moto. Bob took the lead in the first go but Jeff got around him and that was it. Bob got things lined out in the second round and so number three saw a tie ball game, and Jeff was the one who broke it. It was Jeff's first time on the powerful 400cc Maico.

Doug Mason has a line on the Perris track in the 250cc Amateur-Expert class

and kept to it. In the first heat Doug came out of nowhere and shot by two riders going down the back side. Once in front it was goodbye to Dennis Creason and Steve Nichols and he stayed that way the rest of the night.

Easy wins were captured by Jamey Blunt, 175-200cc class. That's five in a row! Taylor Sisco, the 14-year-old on the 400cc Maico won the Novice moto class. Toby Stanford, one of the triple threat brothers took the 250cc Novice class. Ken Miller in the Novice Moto I, and Bobby Sanders, the Trojan ace, in the 100-125cc Am/Ex. each won.

Rod Sexton looked very good winning the 100cc Novice I, as did Mark Reichert and Art Castell, the winners of the 125cc Novice Divisions.

Welcome back Rick Draudt who blew his bike up a few weeks ago and on his first night back won the 100cc Novice class II. Skip Gallagher, on the mend from Ascot, rode three classes but came out best with his second place finish in the Novice Moto I.

Perris is back under the lights but dress warm! It's COLD!

(Results on page 22)

R = 1

Expert
Junior
250's
4-Stroke
TT
OPEN West
2-Stroke
Expert
East
Novice
Twins

mbles
100's
Singles
Enduro
650's
Cross senior
500's
MX
South

North
Girls

RICKMAN'S GO RIGHT ON WINNING...



March 27 Bay Mare, California – Beginners Moto-Cross
1st 100cc Jr. - Div. I K. Smith – Rickman Micro 100 Metisse
1st 100cc Jr. - Div. II Danny LaPorte – Rickman Micro 100 Metisse

March 28 Irwindale, California — Jackrabbits Moto-Cross
1st 250cc Sr. Bruce Baron — Rickman 250 Moto-Cross Scrambler
2nd 250cc Sr. Jim O'Neal — Rickman 250 Moto-Cross Scrambler

March 27 Elsinore Park, California – TT Scrambles
1st Open Expert - John Sprague – Rickman/Weslake 700 8-Valve
1st Special Expert - John Sprague – Rickman/Weslake 700 8-Valve

April 1 Ascot Park, California – CMC Moto-Cross
Tie: 1st 125 Sr. Jeff Wright – Rickman Micro 125 Metisse
1st 125 Sr. Bruce Baron – Rickman Micro 125 Metisse
1st 100 Jr. - Div. II Dave Montgomery – Rickman Micro 100 Metisse

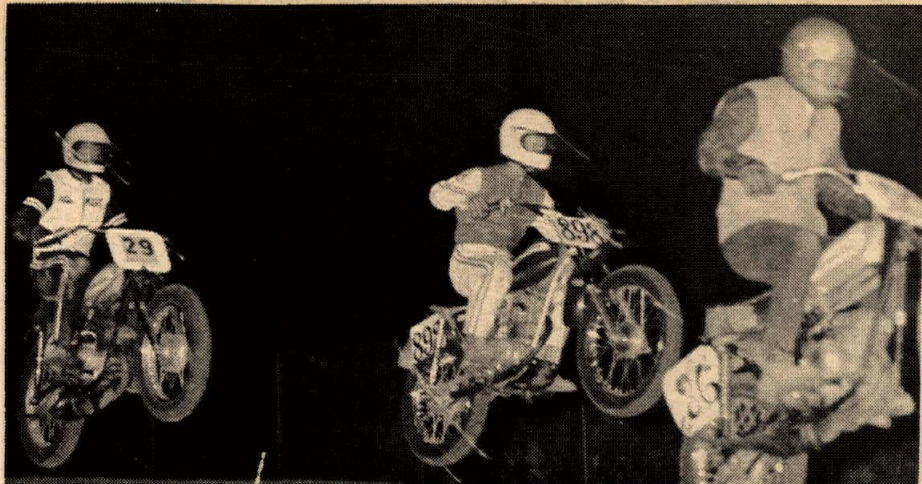
April 4 K&L Moto-X Park — Hollywood, Maryland
1st 125 Amateur - Randy Sneed — Rickman Micro 125 Metisse
 (That's three Firsts and one Second in four events for Randy and his R.A. Motorcycles bike)

April 4 Kramer Junction, California — Buzzards Hare Scrambles
1st 250 Amateur (4th Overall !) Jeff Wright — Rickman Micro 125 (!)
 (Jeff changed to Steen C Lubricant - got first 250 with a 125!!! Are you using Steen C ?)

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Revels Collects Three Trojan TT-FT Mains



Mark Revels (29) hotly pursues Tom Doty (898) and Roy Widener at Trojan Speedway. Mark won 3 mains: 100 TT & FT and 125 FT.

AMA TRIES HELMET LAW REPEAL IN FOUR STATES

Chet Winter, newly appointed Director of the American Motorcycle Association Legislative Department has directed his first efforts toward mandatory helmet repeal bills in the states of Oregon, Ohio, West Virginia, and Connecticut. Defining the position that is forming his stand in all four areas, Winter has stated in a recent letter to AMA members involved, "Headgear legislation bears no relationship to the general welfare and has the sole effect of requiring an individual to protect himself from himself, it will establish a restriction upon personal liberty such as to constitute a denial of due process." Supporting this opinion, he points out that the various but similar state mandatory helmet laws have been declared unconstitutional in fourteen courts throughout the nation.

In Oregon, Ohio and Connecticut Winter is throwing AMA support behind bills attempting to repeal existing helmet laws. In West Virginia he has advised the governor against signing the state's first helmet law. Several municipalities in West Virginia have enforced local mandatory usage, but, like California, there has never been a state-wide law.

For the current bills in Connecticut and Oregon Winter expresses optimism. He sees little hope for the defeat of the new West Virginia law, and Ohio he feels may go either way at the present time.

Winter points out that AMA officials may exert pressure only as expert witnesses, and that it is really the motorcyclists in the states involved who have the all-important votes. He urges AMA members to write their state legislators. "Letters will make the difference," Winter says.

CORRESPONDENTS

We need them. If you would like to become a Cycle News correspondent, sending in race reports and results and make money, then write us for more information.

In particular, reporters are needed for areas outside Southern California. Here's your chance; if you've complained in the past that your area isn't getting the coverage it deserves, let us know about it.

Remember, if you don't do it, it won't get done. Send queries to Cycle News, P.O. Box 498, Long Beach, Calif. 90801. Do it now and you'll see it soon in publication.

By Art Loya

Photos by Eddie Smith

SOUTH GATE, CALIF., Apr. 9, 1971 — No doubt about it, the re-run season is upon us, not only on T.V., but at Trojan Speedway as championship speedway riders, Larry Shaw of Fullerton, Bob Sanders of Whittier, Greg Mitchell of Harbor, and three-time winner, Mark Revels also of Whittier, shared the winner's circle Friday night in another action-packed motorcycle racing card of TT and flat track competition.

If the Trojan bike riders continue to run as they have so early in the season, it is very hard to conceive how they can miss having one of their biggest years at the fifth-mile oval in South Gate.

In winning the 250 F.T. main, Shaw shot his powerful Harley-Davidson from fifth at the drop of starter Bob Schoeman's flag to trail in second position behind Rick Goade's big Bul by the end of the first lap. Unable to match the speed and riding style of Shaw, Goade relinquished the lead on the second lap and at the same time found out why they call the kid from Fullerton "Lightning".

Revels' best performance came in the 100 F.T. Main as he pushed his Kawasaki to a near photo-finish, winning it by a half wheel over Chuck Fruchey (Kaw) in one of the most exciting events of the evening. Broadsliding through the final corner, Fruchey appeared to have the edge on Revels with about a half-bike lead. But, just before the finish, Revels' second effort shot him across the line first. Revels had to perform almost as well in turning back the challenges of Tom Doty (Hon) in the 100 TT Main and John Hargrove (Yam) 125 F.T. Main to make it three big wins for the night.

Ossa mounted Greg Mitchell flew high, wide, and handsome over the jump to win over Doug Mason (Bul) and Mike Clarke (Bul) in the 250 TT Main as Sanders, who experienced mechanical problems with his regular Kawasaki mount, "borrowed" another one to once again beat starter Schoeman at the

line and Doty at the checkered in the 125 TT Main.

One of the biggest surprises of the year, in the name of Darren Penrod, blew in from Oxnard to compete at Trojan. Penrod, in his first start on the fifth mile clay oval in flat track competition, had a large number of fans talking about his performance in the 100 F.T. Main. Jumping to third spot at the start, Penrod raced wheel-to-wheel with the front runner through the first two laps giving up ground only on the third and fourth lap. Although finishing fifth overall, the little "dynamo" finished third in his junior class. Let there be no doubt, Penrod left a big impression with the fans as well as the riders with his sensational riding. Oh yes, Penrod is only ten years old! He defeated riders in the 12 entry field that were twice his age.

The regular Friday night motorcycle racing card at Trojan will be rescheduled to Thursday nights starting April 22nd. For further information call (213) 923-9132.

(Results on page 22)

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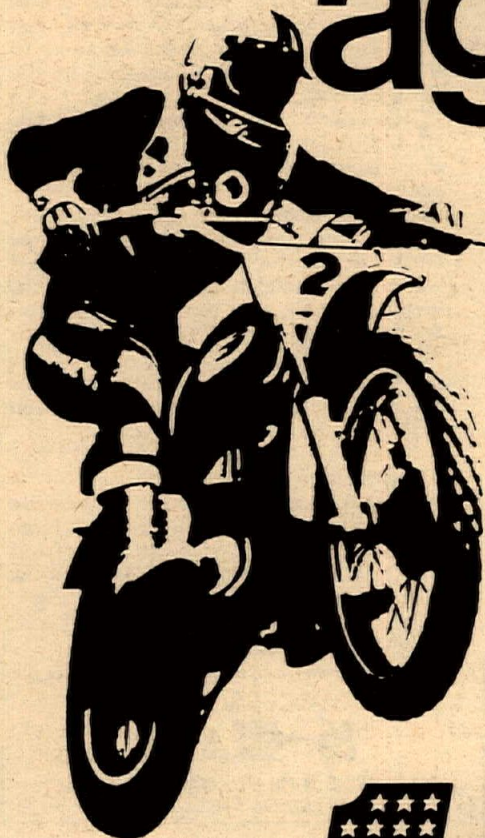
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Cycle News North

M.I.C. DEALER MEETINGS SCHEDULED FOR CALIF.

The long overdue organization of California motorcycle dealers is about to begin with a series of three meetings paced so that it is hoped that every dealer will be fairly close to at least one location. The meetings will be staged by a Task Force of the Motorcycle Industry Council which is a collection of representatives of all motorcycle distributors who are participating members of the MIC. All dealers, whether members of MIC or not, are invited and urged to attend one of these important meetings.

The business of the meetings will be the problems that dealers are finding most troublesome, and the formation of an organization that is capable of successfully dealing with these problems. Land usage, credit, and bad check prevention are expected to be three of the problems discussed.

The meetings will be held in the following locations: April 18, 1971 - 8 p.m. Hyatt House, Burlingame, Calif. (next to the San Francisco airport), The Pasha Room. April 23, 1971 - 7:00 p.m., Mission Valley Inn, 875 Hotel Circle, San Diego, Calif. April 21, 1971 - 7:30 p.m., Sacramento Inn, 1401 Arden Way, Sacramento, Calif.

First CMC Central MX

By J. Ferguson

FRESNO, CAL. - April 4 saw the first CMC Central race at Dunlap Cycle Park. Although there was a small turnout the riders really put on an exciting competitive show. The course was completely different from any that had ever been run at Dunlap Park.

In the 100cc Jr. class Alen Sisk rode consistently placing first in the 1st and 3rd motos and third in the 2nd to beat out Randy Cochran. Dale Hansen riding a Yamaha in the 125cc Jr. class had to come from behind in two out of the three motos to win all three in his class by a big margin over Hal Abbate.

In the 125 Sr. class Bob Rogers had an easy victory, winning all three motos. The 250 Jr. class was hard fought as usual with Bobby Williamsen placing first in the 1st two motos and second in the last moto with Harvey Ferguson swapping places. The 250 Intermediate class fought right down to the wire with Stanley Fisher taking a 1st in the first and third motos and Jim Ferguson taking a 1st in the second with Stan Fisher finishing ahead.

Parry Klassen won the 250 Expert even though starting about two laps down on the rest of the field, but placing 1st on the other two motos giving him the overall win. The Open Sr. class was the most exciting race of the day with Bob Rogers and Tim Colvert battling from start to finish with Colvert winning over Rogers by half a wheel in the last moto.

(Results on page 22)

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FRIDAY NITE S.T. AT SACRAMENTO STARTS THIS WEEK

For the first time in nearly a decade, weekly professional motorcycle racing is set for the Sacramento area. The first of 20 racing weeks slated for West Sacramento's Capital Speedway starts this Friday night, April 16th, and will continue on that quarter-mile dirt oval for the full series. Bob Barkhimer Associates and Harold Murrell have inked in the AMA professional bikes for the series.

Practice begins at 6:30 p.m. with the first qualifying heat set for 8:30. Adult admission is \$2.50, Juniors 13-16 are \$2.00, youngsters under 13 are 50¢ and under six are free.

49ERS RIP EASTSIDE M.C. 110-61

The San Francisco 49er football team and the Eastside M.C. both went "out of their leagues" to show-off on the basketball court last week and the "heavies" put down the cyclers 110-61.

The size of the 49ers is amazing. One Eastsider could barely reach his opponent's shoulders while attempting to block a shot. The 49ers controlled the boards and that was the story of the game.

Daroga Gets It On

By Charles Iler

ORONDO, WA., April 4, 1971 - Motocross at its best at Daroga Park appeared today as Doyle Fleming showed an improving form to lead the best in the area over a rough, dry, deep sand course in 100cc action.

Fleming, piloting a finely tuned Penton, won two motos and gave the other to Larry Bossen who dialed a Yamaha to an easy second overall ahead of Jon Wadkins (Yam). The deep sand took its toll on some expected favorites.

Out of seven starters in the 175cc class only three finished the series of motos. Mike McKenzie's Rickman swallowed all the course had to offer with ease, turning 3 min. ET's for the mile track.

A dozen entries in the 250cc class got lessons from Larry Bossen as they only saw the rear fender of his Yamaha. Out of the dust the first two motos with long leads he got off the line late in the final and Jerry Prey's Yamaha picked the lead groove most of the heat. Bossen eventually closed the gap and eased Prey to the outside on a hairpin and then led the rest of the race.

The big bores were led all day by easy riding Mike Claphan on a 400 Husky. Claphan showed some super fast ET's and fine form as he cranked to three 500cc firsts and another in the Grand Prix.

His Husky was in trouble only once all day. At the start of the second moto the machine died on the line and the pack had a good 100 yard lead before Claphan got it going again. Claphan's ability nailed him second spot in three laps and in the fourth he eased past leader Mike Welch (Hus) and held it. Welch, second, had the Yamaha of Jon Wadkins challenged all the way despite a "too high" wheelie at the end of the second moto which saw him depart his machine in a cloud of dust scrambled with arms, legs and motorcycle.

Crashes were numerous, but fortunately no riders were hurt.

An increased rider count showed the event to be gaining in popularity. A large number of contestants are showing from the Seattle, Wash., area as well as out-of-staters.

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JAPANESE MARKET FORECAST

As if they weren't selling enough motorcycles, Japanese manufacturers are already calling 1971 the "third golden age". This means that all previous production records are going to be smashed, and, if you were one of the 40 percent whose order for a new motorcycle went unfulfilled last year, you aren't likely to be disappointed.

Leading the charge this year will be Yamaha with an increase of 30 percent to 750,000 machines.

Honda, while only up 11 percent, will continue to supply half the world market with a total of 2,000,000 (count 'em!) motorcycles.

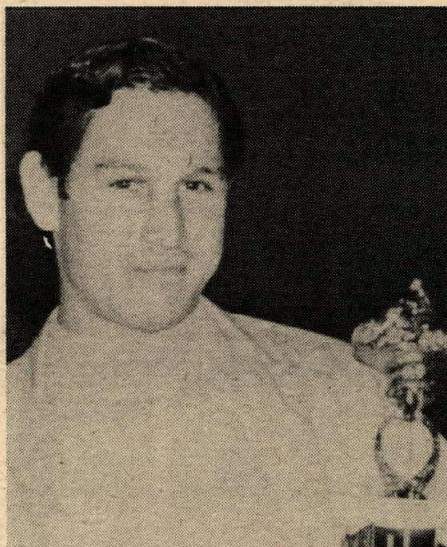
Suzuki and Kawasaki will both be up 25 percent to 500,000 and 400,000 units respectively.

The projections from the "big four" total out to a whopping 3,500,000 bikes, of which approximately 1,400,000 will end up on our shores.

Meet the Rider:

JIM FOLEY

Just about every District in the huge AMA complex has a number one rider, a guy who has accumulated the most points in the District or from a certain number of designated events. AMA District No. 36 has a system for such a



JIM FOLEY, Dist. 36 Number One.

thing. The top twenty men have black number plates. Black plate No. 1 belongs to Jim Foley for the 1971 season. It belonged to him for the 1970 season also. He is a really great rider.

Foley, age 24, is a mechanic for Rich Scheell Sportcycle in Lafayette, Ca., married and has a daughter. His is one of the average American families just getting started in life. Foley is getting a fast start. While admittedly not the fastest guy on the track, his consistent style of riding almost always puts him in the first three. He has the ability to get away from the start line a little better than the rest.

Jim has a brand new Yamaha to ride for the '71 season and he has admitted that he is 'pumped' for the start of the flat track races. "I don't think that I can pull off No. 1 again. The young guys like Gennai and Renslow are really getting with the program. But I'm not going to miss any races at Hayward," he vows.

Jim Foley will be a tough man to beat and the young guys can gain a lot of experience from following Foley. The one very fine point about Jim and his amateur riding is that if any one of the troops needs a hand, he is willing and able to do whatever he can.

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MIC & AMA LINK LEGISLA.

Chet Winter, recently appointed director of the American Motorcycle Association's new Legislative Department, has announced a cooperative agreement between his department and its counterpart in the Motorcycle Industry Council. Winter states, "Both organizations are interested in protecting the motorcycle industry and the average rider, so there will be many areas where we can combine our efforts. AMA and MIC need to carry on an open exchange of information if they are to mutually benefit and avoid duplication of effort."

Winter points out that a combination of AMA and MIC efforts in legislation will greatly reduce time and cost of research for both organizations, that it will strengthen the political influence of both organizations, and that it will provide the AMA with a research center and communications link in Washington D.C.

CHAMPS COME FROM CYCLELAND

By J. Noffsinger

CHICO, CAL. - The final 1970 AMA results have brought to Cycleland Speedway and northern California the 1970 National Sportsman Champions for flat track racing in the 100cc and 200cc classes.

Rollen Eskew, from Sacramento, is the 100cc flat track champion. Rollen, riding his Kawasaki, ran away with the honor, having some forty-five points over his nearest competitor. John Allen, Palermo, Cal., earned third in the national awards during 1970.

Jim Hubbard of Chico earned the 1970 National Sportsman Flat track Champion award in the 200cc class. Jim, a popular and likable rider, is a deserving champion. He not only excels in flat track racing, but also is equally good in motocross and scrambles. Ted Bare of Red Bluff earned third place in the 200cc class during 1970 on a national basis, according to the AMA.

The 1970 Western Region Champions in sportsman flat track racing were: 100cc class 1st Rollen Eskew, 2nd John Allen, 3rd Dan Tompkins. 200cc class 1st Jim Hubbard, 2nd Ted Bare. 250cc class 1st Dick Turner, 2nd Mike Corcoran, 3rd Lowell Moural. All these fine riders raced weekly at Cycleland



1970 AMA National Sportsman 200cc track champion Jim Hubbard in action at Chico Cycleland.

Speedway known in northern California as the "track of champions."

The 1971 Cycleland racing season begins May 1st, and in all probability will be sold out. Additional seating capacity has been added, however, one should come early for that choice seat.

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Switzer Wins Trail Ride Inaugurates New Park

By John Eckert

BOULDER CITY, NEV., April 4, 1971 — The Boulder City Dirt Riders M.C. conducted its first Motorcycle Racing Association of Nevada (M.R.A.N.) sanctioned competitive event, a European Scrambles, and drew 119 entries from as far away as Southern California and Arizona.

The very demanding 6.8 mile course was laid out within the city limits and consisted of terrain varying from a very long sandy wash to steep downhill sections with whoop-dee-dooos and jumps severe enough to launch a number of suspension systems and several engines.

Spectator viewing was optimum with spectators being located on a high mesa overlooking the start area. An estimated 600 people enjoyed the event which consisted of three five-lap heats.

Max Switzer took top honors for the day easily winning the open class riding a Husqvarna 400. Max again displayed the smooth form that enable him to capture the recent Mint 400.

The Boulder City Dirt Riders were formed about six months ago and have several ambitious projects in the mill. A motocross track is now being constructed within the city limits on land given by Boulder City specifically for the city's many off-road motorcycling enthusiasts.

(Results on page 22)



By Chuck Clayton

SAN BERNARDINO, CAL. — Skip Clark is usually in the forefront of motorcycle progress (he once headed Yamaha's American operations) so when he mentioned this new cycle park he is involved in, I took notice.

The place is called Running Springs Recreational Park and it starts 6 miles up the road to Big

open if the place wasn't burned over already." They figure we can't hurt it."

Four hundred families braved the dust and ashes of the parking lot to ride a 9-mile trail that Clark and his City Cycle Center crew blazed through part of the park. Twice around the trail and you were eligible to win a prize. I truly enjoyed sashaying through the rocks and streams, blasting over the hills and trails of the course on my 250. Running Springs has not only beautiful, secluded scenery (it's not all burned) but rollicking motocross trails as well as trials sections that call for plenty of footing. I even won a Valvoline racing jacket for 36th place. Wow!

Dick Jackson, 36, has been named resident manager of Running Springs



Bear, just a stroll east of San Berdoo. The park is privately owned and enormous: 1,180 square acres. Plus it borders 20,000 acres of BLM desert on the East and 20,000 acres of public forest on the northwest, giving over 40,000 available acres for dirt riding.

After a long court battle, Clark & Co. got provisional permission from San Bernardino County to develop a motorcycle and horse riding operation at Running Springs, now a blackened stub of the rich forest it used to be before last year's fires wiped it out.

"In a way we were lucky," grins Clark. We'd probably've never gotten to

and charged with getting it ready for grand opening next month. Picnic grounds as well as bike, horse and hiking trails will be open then, with a list of additional recreational facilities scheduled to follow. But don't go there until they're open. Running Springs will be a "membership park" with certain privileges to members. For membership information, send your address to International Investment Co., Route 3, Box 119, Chino, Calif. 91710.

Wherever the bulldozer hasn't scraped, spring grass is starting to appear. Perhaps, if plans for reseeding and development are carried out (see map) Running Springs will become THE popular staging area for some of Southern California's greatest runs.

Meantime it's a hell of a fun place to ride.

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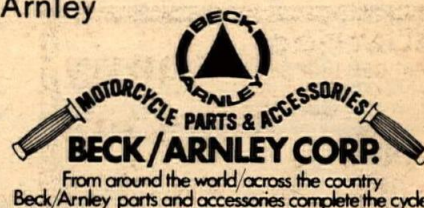


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HOW IT IS IN EUROPE

Now that the 1971 speedway season is well and truly underway in Britain — and with my own commitments with former British League champion Swindon very much on my mind — I figured it would be a good idea to devote my next columns to a detailed explanation of the sport on "my side" of the Atlantic. This time, I'll examine the speedway set-up in general terms. And in the next column, I'll talk about the rules and regulations which govern British speedway.

Riders in Britain face the most strenuous fixture list in the world. The domestic programme — involving league matches, knock-out cup tournaments, regional contests, individual meetings and national championships (not to mention the Test Matches and World Championship meetings which I plan to cover in greater detail later on in this series) — is colossal, and the season stretches from late March until the tail-end of October. Even then, it's rather like squeezing a quart into a pint pot!

It's therefore not surprising that the biggest hazard facing riders is not so much the actual racing but the travelling. Riders invariably make their own way to away fixtures, almost always travelling by road with their machine either on a trailer behind the car, locked to a specially constructed bar at the rear of the car and sometimes even wedged into the boot and back seats!

Britain isn't exactly a big country, but when a rider averages three meetings per week, it means a lot of time on the road. Club sides are widely spread out — ranging from Glasgow in Scotland to Newport in Wales, Newcastle in the industrial north-east to the gigantic Wembley Stadium in London. Sometimes a rider faces a round-trip drive of 700 miles on busy roads — with the actual racing time amounting to under seven minutes on the track!

Arriving at a meeting after a long, tiring drive and then getting into the right psychological frame of mind to



BARRY BRIGGS

"Speedway and me..."

dice with danger on the track is quite a problem. And at the back of the mind, there's always the nagging thought that after six races, there's another four or five hours of driving to face before a rider gets time to sit back and relax. Believe me, speedway racing in Britain is no game for the lazy!

SPEEDWAY 7 NIGHTS A WEEK

League matches are very much the staple bread-and-butter diet of speedway in Britain. Nineteen teams operate in the First Division of the British League and a further seventeen operate in the Second Division. Clubs meet each other twice — once at home and once away. Every team has its own specific race night, which means that speedway is presented somewhere or other every night of the week.

The British League is still comparatively new. It was launched in 1965 — an amalgam of the old National and Provincial Leagues. For those who enjoy facts and figures, the Division I champions to date are West Ham (1965), Halifax (1966), Swindon (1967), Coventry (1968), Poole (1969) and the legendary Manchester side, Belle Vue, last year. The Second Division was launched in 1968. Belle Vue's second side, the Colts, won the title in '68 and '69, whilst last year, it was the turn of the Canterbury Crusaders.

Each league operates its own knock-out cup — a sudden death, one-leg-only affair in which the luck of the draw plays an important part in all but the final, which is ridden on a home-and-away basis, with aggregate scores deciding the winner. Wimbledon, one of London's most historic and colourful sides, recently completed a remarkable hat-trick of Division I KO Cup successes via their third consecutive victory in the tournament last season. Other First Division winners are West Ham, Halifax and Coventry, whilst in

Division 2, Canterbury and Belle Vue won the trophy prior to current East Anglian holders Ipswich.

Both league and cup matches are run over 13 heats, with seven men in each side. Five riders in each team have four races, the remaining two get two apiece in a normal match. Occasionally, in unofficial challenge matches, clubs field eight-man teams, but this is becoming increasingly rare these days.

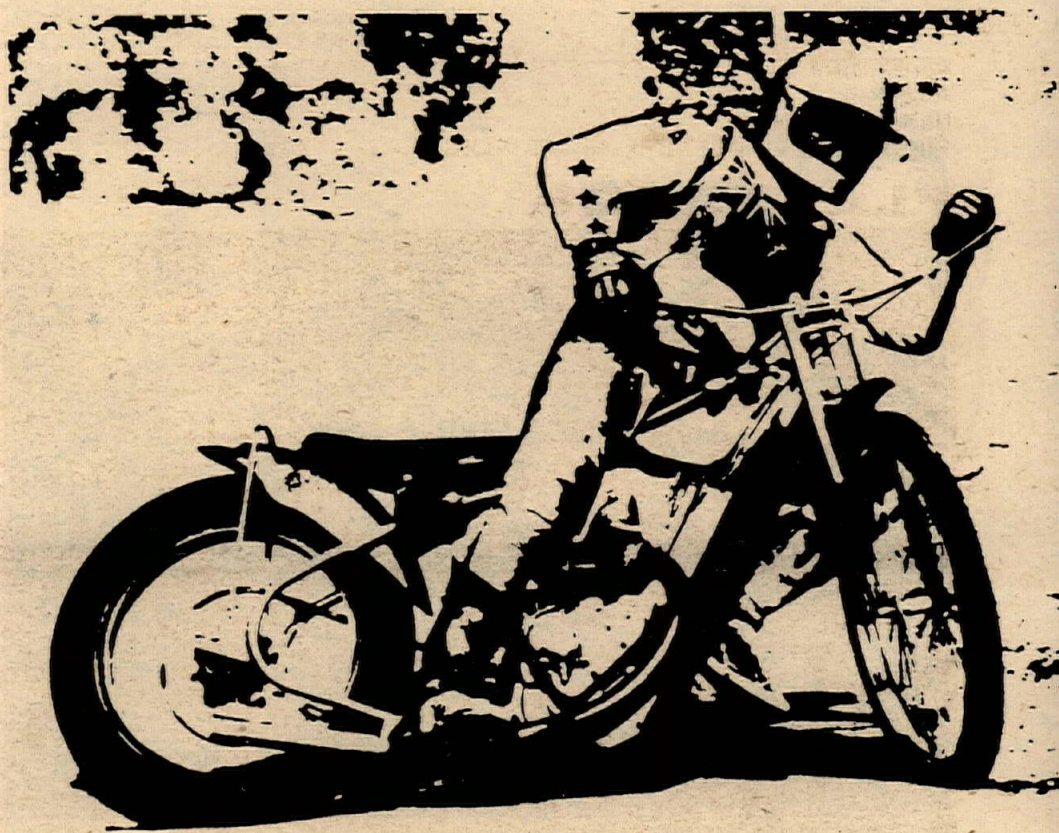
Outside the league fixtures, we have a number of regional cups. Four clubs contest the London Cup, and there also a Midlands Cup, a Northern Cup and, until the recent closure of Coatbridge, a Scottish Cup. Far from being 'filler' fixtures, these contests attract tremendous support on account of the "local derby" interest created when two neighbouring sides meet. Then the sparks really fly!

taking pride of place. The latter event is contested at the end of each season by the rider with the highest average from each of the 19 Division I teams. The Second Division also has its own Individual Riders Championship, run on similar lines.

THE BIG SPEEDWAY

The London Riders Championship — which initially got underway back in the thirties — is the oldest-established of the many individual regional tournaments. But no less important are the Midland, Northern and Southern Riders Championships — events restricted to men riding for clubs in one or other of these regions, irrespective of nationality.

Then there's the big individual open events, which are invitation-only competitions. The most important is the Internationale, traditionally staged at Wimbledon and always sure to attract a



Individual meetings are plentiful, too, with the British Championship (in reality, the final British qualifying stage of the World Championship) and the British League Riders Championship

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Into the turn, John Green leads fellow 250 GP competitor J. Greene (57) and Mike Kidd (18).

By David Swift
EL TORO, CAL., April 11 — Nortons have been enjoying an ever-increasing amount of success at the road races during the past year as Mike Jackson and his Norton/Villiers crew continue to pump dollars into advertising. He is going to be pleased when he finds out that not only did a Norton win every Open class race, but everyone in that class was riding one!

Bill Manley, one-third of the infamous Wrecking Crew, started his heat off by walloping the rest of the Grand Prix machines on his naked Production racer. He was followed by Reg Pridmore and Jack Simmons, another member of the Wrecking Crew, who was riding an experimental Triumph Metisse for a change.

Later Simmons took all the energy he had accumulated on the badly undergeared Metisse and let it loose on the production class 12-lapper. Back home on his Norton, he took a handsome lead in no time. Manley was lost in the back of the pack and it was a few laps before he could break loose. About the time he did, Simmons started having tranny trouble. Bill moved up within striking distance on the last round and as the two went streaking into the backstretch, Jack stood up on the pegs and glared at him. They were wheel-to-wheel on the last turn and

Simmons won the final drag. Since Manley is employed at Simmons' shop in Compton, it's anybody's guess what that look meant.

28-year-old Manley appeared to have the Grand Prix final wrapped up when his mill went sour. Reg Pridmore soon joined him and they traded places a good many times before Reg took it by inches. Both riders, however, were aced by a Yamaha 350. The rider aboard was Howard Lyngaard or DeWayne Keeter (depending on who you believe, the programs or the reports) and he was disqualified for at least one rule violation. The 500 win then went to Steve Froschauer.

Tom Cleghorn showed a lot of hot stuff on his 125 Yamaha by soundly whupping the first 175, Greg Cunningham. Cunningham was engaged in a great three-way battle for position on the last lap and pulled from behind for the win. The rider he passed succumbed to the excitement and fell on the final turn.

Al Barbic of San Jose won the 350 GP with a flawless performance. Slowly moving through the field, he slipped easily into the top spot and stayed for the balance of the 15-lapper. Mike Lewis rode a highly competitive Honda to the second, close behind Barbic.

The 250 GP saw a wire-to-wire win by J. Greene followed by John Green

SMALL TURNOUT

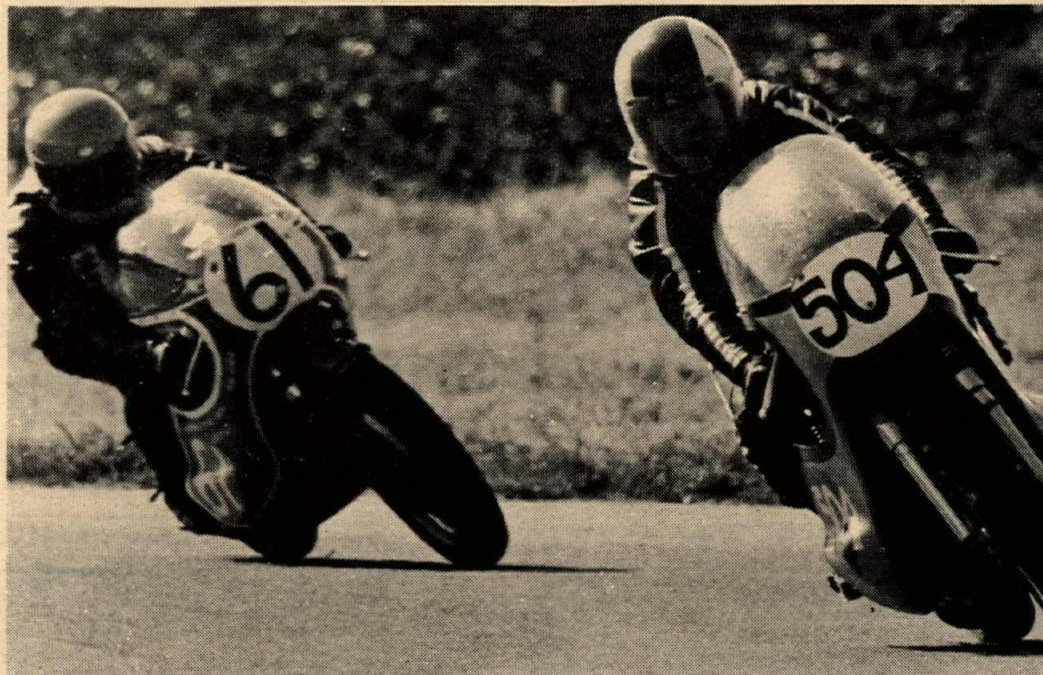
and Mike Summers. The bikes they were riding, are the same type the next four finishers were riding. It's a better machine in this class.

Yamaha's R5 has been the successful one in the 350 production class; a little bit of fine tuning is often all it needs. Mike Wosniak usually does quite well on his Yamaha and today we all found out the real reason — he's a cheater! Mike's crime was putting Koni shocks on the

rear, so despite a fine ride the win goes to Al Barbic.

Today the Thumper class had a 6-lapper. Four single cylinder slappers entered, one thumper and three ring-dings. Rod Morufas' Ossa 250 battered the pride of many a purist as he soundly beat an immaculate Velocette ridden by Mike Velasco.

Sidecars have evolved into a highly specialized form, as have other forms of



John Issacs (75) takes the outside while Mike Lewis (61) follows up the battling pair. Lewis took second in the

MECHANICAL ILLS HURT

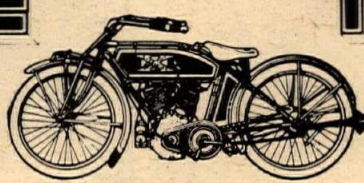
By Jon Stevens
WILLOW SPRINGS, CAL., April 4, 1971 — The annual ACA Challenger race lived up to its name again this year as attrition was the name of the game. It seemed like everyone wanted somebody else to win.

In the 350-Open GP event Dave Damron, Steve McLaughlin, Hurley

Wilvert, and John McGillivray ran off and hid from the rest of the pack.

They made like a freight train for the first five or six laps. Then McGillivray's BSA was forced out. Next lap Wilvert's Kawasaki got sick. Steve McLaughlin then saw an opening to get by Damron's 500 Kawasaki. Unfortunately for Steve he ground a hole in his Honda's cases

Cycle News



SWAP-O-RAMA

friday

April 30

in conjunction with Speedway Opening

Regarding the next Cycle News Cycle Swap-O-Rama...

1. Yes, because of popular demand, we are returning to the Orange County Fairgrounds for the next Swap-O-Rama on Friday, April 30th. But this time we're reserving two large buildings: the New Products Pavilion for the private party swappers and the Junior Exhibit Building for the dealers and motorcycle auction.

2. Yes, swappers may make advance reservations for booth space and we advise you to do so now. Send a check or money order for \$5 for each space to Cycle Swap, Inc., 4213 Riverdale, Anaheim, 92806. This will guarantee you an 8 X 10 foot space, over 50% larger than those in the previous swap meet. A commercial rate has been introduced for those having more than one item such as posters, t-shirts, etc. The commercial rate per 80 square-foot booth is \$10.

3. Yes, dealers' spaces are available. At this time, all of the dealers contacted from the first Swap-O-Rama will be back with more merchandise. We will also have a number of new dealers.

4. Yes, we will also offer the used bike auction. We are contacting rental bike outlets, dealers and private parties to insure a greater number of used motorcycles for auction. Remember, if you're considering auctioning your bike, you set the low bid. The auctioneer cannot sell the motorcycle for less than you specify. If he can't get the minimum bid, he won't sell the bike.

Swappers' reservations for the next Cycle News Cycle Swap-O-Rama are being accepted now. To reserve an 8 X 10 foot space, send \$5 (\$10 for commercial booths) to Cycle Swap, Inc., 4213 Riverdale, Anaheim, 92806. For information, call 714-637-1835.

\$5 SELLERS \$5 \$1 SHOPPERS \$1

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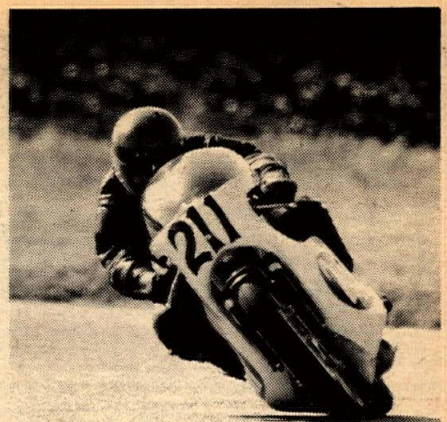
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T FOR AFM EASTER GP

two-wheeled transportation. The rigs use special low-cg frames and tires about the size of a Mini-Cooper's. The speeds they obtain are somewhere between the ridiculous and the sublime. At any rate, it is thrilling to see the pilot and co-pilot put one into the corner with a magnificent drift while the third wheel hangs in the air, and then screw on some more power. The Pridmore-Caesar team won this one with one of the closest



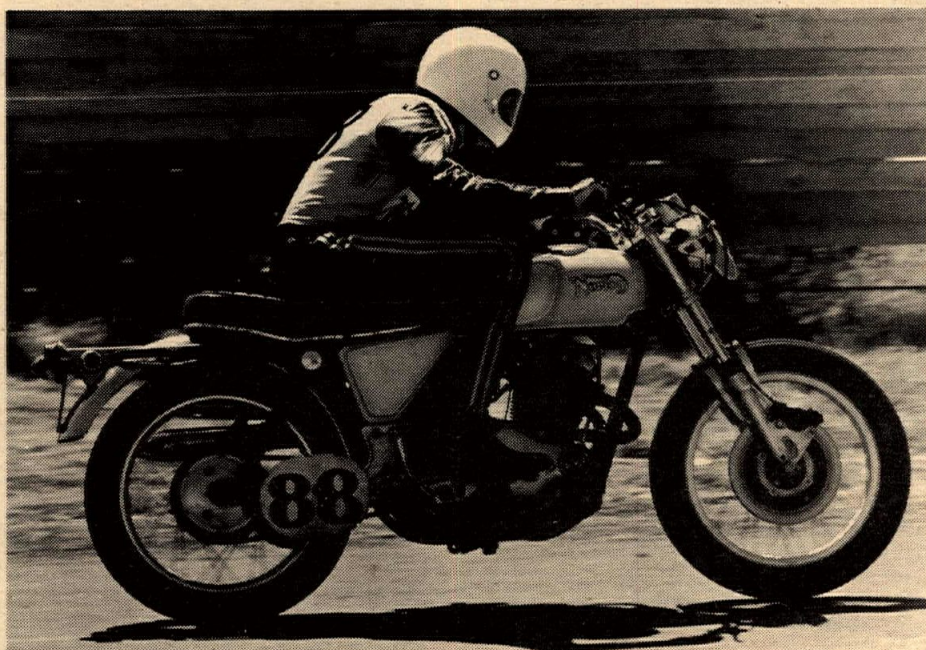
Al Barbic powered his Yamaha to first in the 350cc GP and Production classes.

finishes all day. Half the field crossed the finish within seconds of one another.

The turnout of racers was disappointingly small, perhaps because of the vacation season. One person sorely missed was John McGillivray, who broke his neck last weekend. Those interested in helping him out can buy a John McGillivray T-shirt soon. All proceeds will go towards his recovery.

Special thanks go to the International Racing Radio Crew. Like their soul brothers, Rescue 3, they are always keeping hassle to a minimum and we occasionally take them for granted.

(Results on page 22)



Jack Simmons on way to Open Production first.

GP race.

ACA'S BEST

for the second time and started to leak a lot of oil; exit Steve.

This left Damron way out front which allowed him to conserve his bike and bring home the win. Marty Lunde, who got off to a slow start, moved up to grab the second spot.

The Open Production race seemed to be strictly a two man affair, the BSA and Honda battle of the McGillivray and McLaughlin. The two let the rest of the pack get off and they held a drag race to the first corner which McLaughlin won. But, by the fourth lap the BSA's handling and newly found top end power got by the Honda and never looked back. Steve's scrambling to keep up with the BSA cost him a hole in the case and more oil on the track.

McGillivray went on for a seemingly easy win only to be disqualified later. This gave Mike Wozniak's 350 Yamaha the overall win, with Dave Damron copping second.

Damron finished the day with two wins and a second. His other win was a wire to wire affair in the lightweight production race. His Suzuki simply outdistanced Pat Evans Yamaha. James McWorthy was the first 175 and his Bridgestone pulled in 3rd overall.

Premier Helmets offered three helmets to the winners in Jr. GP classes. The 125 winner was Gary Lucas, 250cc winner was Phil McDonald and Aaron Martenson not only won the 350 helmet, but the Overall Open Jr. GP win.

The days other two overall winners were Pat Evans in the 125-200cc GP, and Jerry Greene in the 250 GP.

The next ACA road race will be April 18 at Carlsbad.

(Results on page 22)

McGILLIVRAY SUFFERS FRACTURE

Southern California road racer John McGillivray sustained a broken neck when he was thrown from an over-turning car after the April 4 ACA Road Race at Willow Springs. McGillivray, who was not driving, was treated for cuts and bruises at a nearby hospital and released without x-rays being taken.

He entered a local hospital near his home the next day and it was then learned of the fracture.

McGillivray will be out of action for about three months.

BULTACO

Sweeps

MOTOCROSS

Chattanooga Motocross — 4/4/71
250 Expert Class
1st Gary Bailey — Bultaco
125 Expert Class
1st Gary Bailey — Bultaco



BULTACO

continues its winning ways in short track. Houston Short Track — Mar. 27th... Trophy Dash and Main Event
1st Mike Kidd — Bultaco...2nd Bultaco...3rd — Bultaco.

First North-South "Climboff"

By Larry Huffman

ORANGE, CALIF., April 11, 1971 — Saddleback Park hosted the first North-South Matterhorn Championship Hillclimb Easter Sunday and, when the dust had cleared, the Southern California riders emerged on top. The winner was determined by total footage covered on the slope of the steep 650-foot Matterhorn; i.e., adding the total height reached by each of the four members of each team. Jerry Dunivan's South Team barely edged out the northern California riders, headed by Frank Durso.

The long-awaited debut of the two specially-prepared 900cc Harley-Davidson hillclimb bikes was the high point of the day for the more than 1,900 spectators. Ridden by Jim True and Bill Harrison, both northern Californians, the two machines literally stole the show as they assaulted the Matterhorn. True rode his Harley to within 25 feet of the summit and Harrison went over the top twice.

Another spectator favorite turned out to be the surprise appearance of three Kawasaki Mach III hillclimbers. Trucked down from San Jose by Ben Hurham and the Montgomery brothers, the super-fast Kawasaki threes put on a tremendous show. Although they failed to conquer the Matterhorn, Loren Montgomery vowed that, "next time, that mountain better watch out!"

Saddleback president Vic Wilson was stunned to see Frank Durso on his BSA 650 make it over the top from the final staging point on the Matterhorn's upper slope. This was the first time a bike had



Ed Shafer in the 400-500cc class

ever gone over starting from the upper spot. Wilson told the assembled riders during the post-race trophy presentation that he and his bulldozer would take steps to insure that, for the next Matterhorn climb, things would be a little harder.

(Results on page 22)



DeSoto Repeats At Ascot MX

By Gary Schmythe

GARDENA, CA., April 8, 1971 — John DeSoto teaming with Tim Hart, both C-Z mounted, played a repeat performance of last week's wins. Mr. D. taking a pair of wins, Tim settled for second in both the 250 and 500 Experts. Jim West finished third in the 500. Bruce McDougal finishing a solid fourth in the 250 Expert aboard a proto-type Yamaha.

Bruce Baron (Ric) found the right combination and was able to hold off hard charging Gary Cunningham (Yam) and Bob Hosford (Yam) for the 125 Expert win.

Three 500 Jr's, M. Marsh (Hus), R. Maxey (Yam), and T. Lendo (Mai) set a torrid pace and it was a see-saw battle all the way. Maxey bobbled a bit and Marsh shot into the lead and never let go, Lendo finished third.

Ossa's came on strong in the 250 Jr., placing one, two. Eric Raits was out in front of B. Barker for the win here. R. Di Danato (Ric) earned third and fourth went to G. Osborne (Ossa).

The Yamaha's of R. Williams, J. Scotland, and B. Henderson had their own thing going in the 125 Jr., a good sized beach blanket could have covered them at times. Williams was the stronger of the group, Scotland number two and Henderson third.

S. Skelton's little Bul came snorting off the start, pawed the ground, and ran away from T. Metzger's (Yam). Dave Montgomery (Ric) could do no better than third.

(Results on page 22)

SCHOOLS

4/17 — MX, Bob Grossi, CMC North Pk., Hollister, Ca.

4/24 — TRIALS, PNTA site for 4/25 event, Portland, Ore.

5/1 — MX, DeSoto & Hart, Hollister Hills Cycle Pk. 408/246-5660.

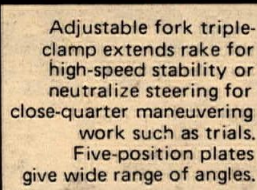
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scramblin' around

By Maureen Lee

We've a variety of subjects to scramble around with this week. If you've been paying attention to the serious articles in the media and not just reading race reports you'll know that there's quite a range war going on over our right to ride within sections of our National Forests. Naturally, all the other groups want their rights too.

The Forestry Service is making noises like bikes and the four-wheeled vehicles will damage the land etc. We must preserve our trees. What do I see on Channel 2 the other evening? Oh wow! Sol Halpert, who is that station's Ecology correspondent showed movies of where the Forestry Service is allowing the big lumber companies to go into sections of OUR forest, and "clear out." In the timber business, clear cutting is not thinning out the trees to keep the forest growing healthily, it's complete devastation. Even the tiny little trees are torn away, made you sick just to look at it.

So it looks like what the Service is saying is "well, we don't want you using the forest, you might damage it, but if we decide the lumber boys need more wood, we'll let 'em cut down all the trees." Rats!

On to another subject, and an important one too. Under the new AMA insurance policy, if you should be hurt, the referee of the race has to notify the AMA of the fact. So should you come a cropper and think you just tweaked something, and then wake up the next morning so bent out of shape X-rays show you've broken something, that won't do. It is your responsibility to let the referee know that you are banged around a bit. It is also the responsibility of club referees to check with the ambulance or Rescue 3 or whoever it is at the end of the day for a list of those requiring treatment, which he will

forward to Worthington. They'll send you the form to be filled out for your claim. Might take some time, but they'll get around to it. Here it is April already and we still don't have our complete set of 1971 rule books yet, and some of the local clubs have been receiving their sanctions to throw their race two weeks after the event was run. Guess that makes some of our races semi-outlaw AMA events!

Sure glad Ascot has opened again. Sometimes I think that place must be my second home. Don't know how you feel but I like the new TT layout except that it is pretty fast and it used to be fun watching them bump around through the lake esses which aren't there anymore. If you were there, you must have heard the enthusiasm of those in the stands from this District when Terry Dorsch and Mark Brelsford went at it in their heat. Brelsford was all over Terry, who absolutely refused to be intimidated and gave back as good as he got. Told you a long time ago he'd make it!

Hope to see you all at the Cycle World Show. I love to look at all the super-goodies and watch the movies and in general act like a tourist, but that show is one of the rare times when you get to see everyone in the industry; no one's mad at anyone, and we all get a chance to visit.

Well, it's off to the tea pot now. I've just put in a few devastating hours spaced over a few days with the DMV. A whole column could be devoted onto what one goes through while trying to register a bike that was brought in from foreign parts. Have you ever tried to explain to one of the gals behind the desk what a Wasp is and why you don't want a license plate on it? Take my word for it. Don't.

RACE FOR A.M.X.T.

Indian Dunes Motorcycle Park and promoter, George Conrad, are presenting a special Motocross to benefit the American Moto-Cross Team.

Race Day is Sunday, April 25th, and features a \$1,000 cash purse for the Experts. Practice at beautiful Indian Dunes begins at 8 a.m., with the flag dropping at 9. Mail entries are \$5; Post entries \$7.50.

Conrad has pledged \$1 for every rider will be donated to the A.M.X.T. and Indian Dunes will also make a substantial contribution.

All spectators who are A.M.X.T. members, be sure to wear your patch, as random merchandise gifts will be given to patch wearers.

So far the enthusiasm evident for the race promises an exceptional turn-out, and a sizeable boost in America's bid for a World Motocross Champion.

FENDER BENDERS ROUGH SCRAMBLES

By Don Weidknecht

LAS VEGAS, NEV., Mar. 28, 1971 — Explorer Troop No. 469, better known as the Fender Benders, sponsored their first event of the season. This troop is sponsored by the Motorcycle Racing Association of Nevada. The boys have helped out at several of the races put on by other clubs in order to gain experience for their own events. They must have learned a lot because this was one of the smoothest run races ever seen.

The course was laid out at the Mesa below VoTec. A well-used area for several events. First group to leave was the 0-125 class. The early leader was Chuck Rush followed by Bob Davidson. Chuck had bike trouble at the end of the first lap which put Bob Davidson in first followed by J.L. Ray aboard his Sachs.

George Antill aboard a Yamaha was the early leader of the 250 class until he was passed on the second lap by Rex Frehner.

Tom Scales aboard his new Suzuki 400, jumped into the lead of the Open class, the final event of the day. He was hard pressed by Max Switzer, the Mint 400 winner. Max got by Tom during the second lap. Tom was running right behind Max and Kim Wolfe was running right behind Tom. During the last lap the Suzuki got out from under Tom and Kim Wolfe passed him. The winner was Max Switzer, Husky, Kim Wolfe, Husky and Tom Scales, Suzuki.

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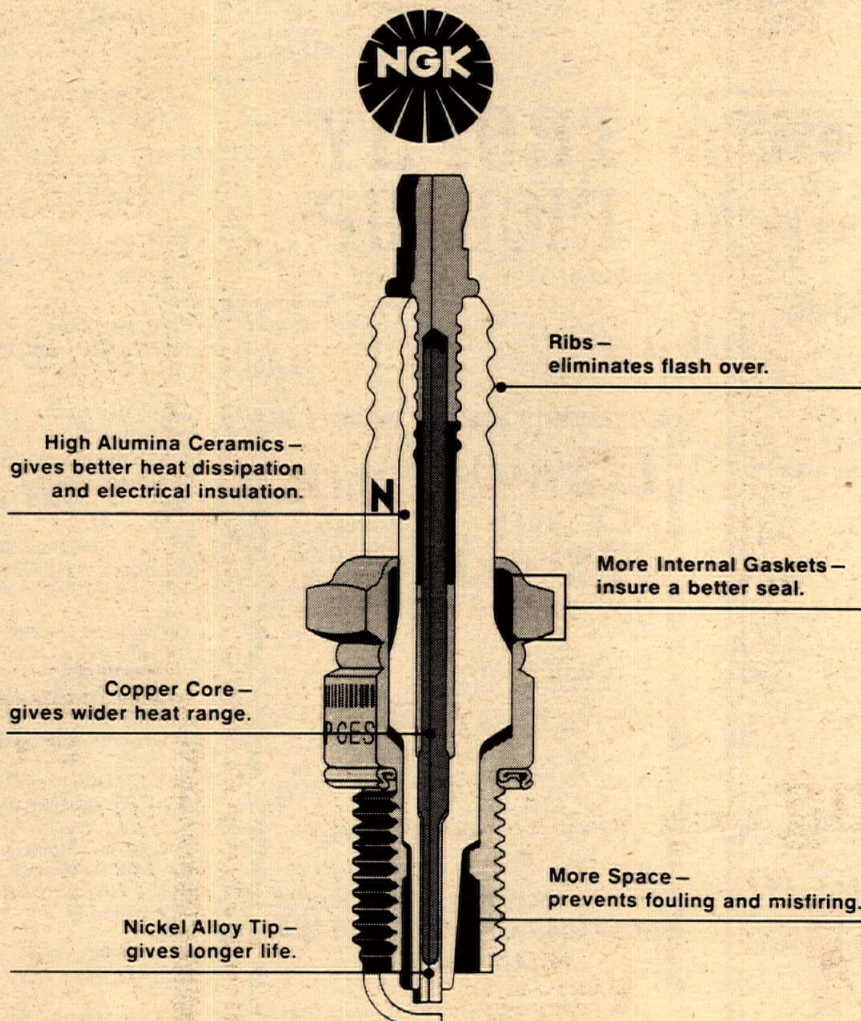
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(Continued from page 2)

MX, Bishop, 4 mi. W. of Bishop, Ca. on Line St. \$3 mail (4/11), \$4 post, Box 1093, Bishop, Ca. 9:30 a.m. 714/873-5194, 873-4746.

CMC CENTRAL MX, Dunlap Cycle Pk., Dunlap, Ca. 10 a.m. \$5 post only Info: 209/734-6131.

WEDNESDAY, APR. 21

TT/FT, Corona Speedway, Corona, Ca. 7:30 p.m. \$2 gate. Take Riverside Frwy to Pierce Exit.

THURSDAY, APR. 22

CMC MX, Ascot Park, Gardena, Calif. \$5 post. Night. 213/323-9710.

FRIDAY, APR. 23

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SATURDAY, APR. 24

ST, m/c & cars, Alameda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 p.m. \$2.50 gate. 713/529-3105.

SHORT TRACK, Motorcycle Promotions Inc., Joe Freeman Col., San Antonio, Tex. Info: 512/472-8246.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

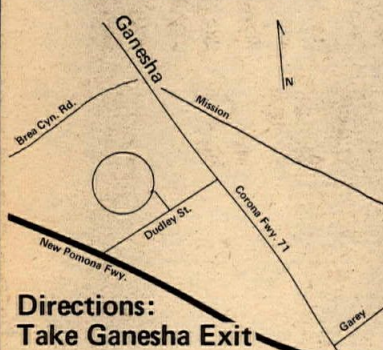
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CMC MX, Carlsbad, Ca. \$5 mail (4/20), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca. 92626.

ACA MX, Saddleback Pk., Irvine, Ca. \$3 mail (extra class/bike \$1), \$10 post. 10:30 a.m. ACA plates req. 714/774-3222.

DURO, Pathfinders, 5 mi. N. of Oakhurst, Ca. on Hwy 41. Mail \$5 limited, \$8 if post. \$3 team (3). 9:01 a.m. 61 E. Swift, Fresno, Ca. 93705.

DURO, Polka Dots, lime: Forest Hill, Ca. Entry limit 750 (2/22-4/1). 916/991-4882, 967-9249.

MX, Bay Mare Cycle Assn., Bay Mare Pk., near Moorpark, Ca. \$3 mail (4/21) \$5 post. 9:30 a.m. 13902 Hamlin St., Van Nuys, Ca. 91401.

MINIS H&H, MBERA, Soggy Dry Lake, 20 mi. E. of Lucerne Valley, Ca. \$5 mail, Box 2241, Cypress, Ca. 714/828-3790.

H&H, Simi Valley, lime: 4 corners (58 & 395), 14 mi. N. on 395. 10 a.m. (PST) \$4.25, 2 45-mi. loops. Rescue 3.

Duro, Sunland Shamrocks, N. of Victorville, Ca. off Hwy 15, Bell Mt. ramp. \$5 mail (\$/18), 7735 Kyle, Tujunga, Ca., \$7 post \$1 per team mem. 800 rider limit; Benefit. 7 a.m.

TT, Prado Dam Racers, Huntington Beach Cycle Park, Hunt. Bch., Ca. HRA membership (\$1.50) req., \$1.50 gate. 9 a.m. 714/532-5562.

EURO SCRAM., YMSA, 12 mi. E. of Yuma, Ariz., on Hwy 95. 11 a.m. \$3 post. Bring water, camping OK. 602/782-1310.

MX, HRA, 395 Cycle Park, Adelanto, Ca. \$2.50 post, \$1.50 gate. HRA card (\$3) req. 10:30 a.m.

MOTOCROSS, Puyallup Raceway Park, Puyallup, Wash. Info: 206/747-7550.

CROSS-COUNTRY, Drifters, 14 mi. N. of White Salmon, Wash. Info: 206/493-5663.

SCRAMBLES, Beaumont, 9607 N. Main St., Baytown, Tex. Info: 713/453-4553.

HILLCLIMB, Salinas Ramblers, Rianda Ranch River Road, Gonzales, Ca. Info: 408/384-7661.

SCRAMBLES' Spinners, NE corner of Hwy 190 & Fwy 65, Porterville, Ca. Info: 209/784-0516.

POKER RUN, Spartans, Woodland, California. Info: 916/662-8085.

HILLCLIMB, Riders Unlimited, San Jose, Calif. Info: 408/244-9350.

SCRAMBLES, Westside Eagles, La Grange Rodeo Grounds, La Grange, Ca. Noon. \$2 ride/watch. 209/537-2426.

SCRAMBLES, Eastside, Alviso Speedway, San Jose, Calif. Info: 408/258-0631.

ENDURO, Amarillo Racing, Handle Bar Hills, Amarillo, Texas. Info: 806/372-4368.

TROPHY
PICK UP

FROM NOW UNTIL MAY 1, 1971
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american cycle association
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CHALLENGER
April 18 - Carlsbad Raceway
MOTOCROSS
April 18 - Carlsbad Raceway
April 25 - Saddleback Park
HALF MILE & TT
April 18 - Saddleback Raceway
April 25 - Saddleback Raceway
For further info. see calendar or phone ACA office 10-6 M-F (714) 774-3ACA

NEW RIDERS, THE FIRST TIME OUT, ARE NOT CHARGED POST ENTRY.

FIELD MEET, Fort Worth Hawks, Mansfield, Texas. Info: 817/732-6236.

PNTA TRIALS, S. on Hwy 213 to Colton, Ore. \$2.50 members, \$3.50 non. \$5.00 gate. Box 131, Weston, Ore. 503/566-3526.

MX, Old Timers, Indian Dunes, Valencia, Ca. Ed Poore: 805/498-8976, eves.

HALF-MILE, Waco Eagles, Waco, Texas. Info: 817/754-8351.

THURSDAY, APR. 29

CMC MX, Ascot Park, Gardena, Calif. \$5 post. Night. 213/323-9710.

THUR.-SUN., APR. 29-MAY 2

SHOW, m/c-boats-buggies, Solano Fairgnds, Vallejo, Ca., near I-80 & Hwy 37. Info: Box 2415, Napa, Ca. or 939 Landini Ln., Concord, Ca.

FRIDAY, APR. 30

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. \$2.50 adults, \$1.50 (12-16), \$.50 (7-11), 213/793-3927.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

TT/FLAT TRACK, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SWAP-O-RAMA, Cycle News, Orange Co. Fairgnds, Costa Mesa, Ca. Noon (swappers) 5 p.m. (public). Auction. Newport Fwy. S. to Fair Dr., turn right.

SATURDAY, MAY 1

PNTA TRIALS, Deadman's Pass, Pendleton, Ore. P.O. Box 131, Weston, Ore. 97886.

POKER RUN, Screaming Eagles, near Portland, Oregon. Info: 503/244-3805.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Tex. Info: 806/372-4368.

SAT. & SUN., MAY 1-2

PONDEROSA HARE SCRAM., Greyhounds, 15 mi. E. of Lancaster, Ca., on Ave. J. 10 a.m. Info: 213/367-2907.

JR. MX, Bay Mare Pk., Box 371, Somis, Ca. \$6 mail (4/29), \$8 post. 100/125 Sat., 250/500 Sun. 100% trophies. 805/529-1872, 213/883-8811.

SUNDAY, MAY 2

MX, Bay Mare Park, near Moorpark, Ca. \$5 mail (4/29), \$7 post. \$2 gate. 805/529-1872, 213/883-8811.

MINIS, AMRA, Indian Dunes, Valencia, Ca. Info: 805/259-8000.

MX, Deadman's Point, Apple Valley, Ca. \$2 post (\$2.50 non-members), \$2 gate. 10 a.m.

TT/FT, 50-lapper, Trojan Speedway, South Gate, Ca. 3 p.m. \$5 post for 50-laps. Info: 213/862-0229.

SAND SCRAM., Indian Dunes, Valencia, Ca. \$5 post. No gate for riders. Info: 805/259-8000.

CMC MX, Osteen Park, Pomona, Ca. \$5 mail (4/27), \$10 post. 10 a.m. Box 1402, Costa Mesa, Ca., 92626.

TT, Hi Boots, Dehesa, Ca. D-38 pts. AMA/Spts Committee cards.

SCRAMBLES, Mt. St. Helens, Castle Rock, Wash. Info: 206/274-6881.

ACA RR, Willow Springs, Ca. \$8 mail (extra class/bike \$1) 4/30, \$15 post. 10:30 a.m. 714/774-3222.

INDOOR ST, WSRA, Washoe Co. Fairgnds, Reno, Nev. 1 p.m. No big knobs. 702/323-6055.

TEAM MX, Daroga Pk, on Hwy 151 6 mi. N. of Orondo, Wash. 10 a.m. 3 one-hr. motos.

CLIMB, Owyhee, Boise, Id. \$1.50 gate. 2 p.m. Box 733, Boise, Idaho, 83701.

MX, MRA, Hollister Hills M/C Pk., Hollister, Ca. \$4000. \$6 mail (Nov/Int), \$10 mail (Ex), Box 1786, Los Gatos, Ca., no post, \$3 gate. 408/246-5660.

MX, Hi Jinx, Elsinore Raceway, Elsinore, Ca. Info: 213/421-4873, 714/527-2457.

SCRAM, Shasta, Happy Valley Raceway, 11 mi. W. of Anderson, Ca. 1 p.m. \$2 ride/watch. 916/365-7753, 365-1709.

CANCELLATIONS

4/15-18 - BIKE SHOW, San Mateo Co. Frngds., San Mateo, Cal.

4/18 - TT/FT, Southbay Spdwy, San Diego, Ca.

4/18 - TRIALS, Frazier Pk, Ca. - new site, see listing.

4/25 - TT SCRAM, Desert Phantoms.

4/25 - TT/FT, Southbay Spdwy, San Diego, Ca.

5/23 - TT SCRAM, Desert Phantoms.

6/27 - MX, Prospectors M.C., D-37.

10/24 - MX, San Bernardino M.C., D-37.

H&H, Master Links, lmed, 12 mi. N. of 4-Corners on Hwy 395. 10 a.m. \$4.25 D-37 pts. 714/897-0250.

SCRAMBLES, Skagit, East of Couppville, Wash. Info: 206/336-2469.

MOTOCROSS, Twin City, 6 miles North of Centralia, Wash. Info: 206/736-2058.

FIELD MEET, Screaming Eagles, Portland, Oregon area. Info: 503/244-3805.

POKER RUN, Trailblazers, Mason County Fairgrounds, Shelton, Wash. Info: 206/426-1320.

MOTOCROSS, Fresno, Chestnut & Clayton, Fresno, Calif. Info: 209/251-2709.

SCRAMBLES, Sprockets, Sprockets Park, Bakersfield, Calif. Info: 805/366-7408.

SHORT TRACK, Texas Travelers, 5 miles East of loop 410 on Hwy 87 East, San Antonio, Tex. Info: 512/333-5868.

SCRAMBLES, Texas Travelers, 5 mi. E. of Loop 410 on Hwy 87 E, San Antonio, Tex. Info: 512/333-5868.

SCRAMBLES, Statesmen, Copperas Cone, Texas. Info: 817/685-5483.

MOTOCROSS, Amarillo Racing Assn., Handle Bar Hills, Amarillo, Texas. Info: 806/372-4368.

FIELD MEET, Golden Eagles, Dallas, Texas. Info: 214/358-3909.

TRIALS, SDTR, Barona, Ca., Lined: 11th St., Ramona, Ca. 10 a.m. No chambers, arresters req. 714/278-3466.

ROAD RACE, Exhibition at SCCA GP, Laguna Seca, Ca. AFM. Info: Box 1069, Dublin, Cal., 94566.

MX, Old-timers, Bay Mare Pk, Somis, Calif. Ed Poore: 805/498-8976 eves.

X-COUNTRY, Orofine, Idaho championships. Camping. 10 a.m. Rt. 2, Box 98, Orofine, Idaho. 208/476-3438.

TT SCRAM, Powder Puffs, Perris Raceway, Perris, Ca. Ultras 8 a.m., Lights 10, Hvy's 1 p.m. D-37 pts. \$2 post, \$1.50 gate.

WEDNESDAY, MAY 5

SPEEDWAY, SRA, Kern Co. Fairgnds, Bakersfield, Ca. 8:30 p.m. Free parking and program.

THURSDAY, MAY 6

CMC MX, Ascot Park, Gardena, Ca. \$5 post. Nite 213/323-9710.

FRIDAY, MAY 7

TT/FT, Trojan Speedway, South Gate, Ca. Nite. Info: 213/862-0229.

PRO TT, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 8 p.m. 503/659-1022.

SPEEDWAY, Orange Co. Fairgnds, Costa Mesa, Ca. 8:15 p.m. \$2.50 adults, \$1.50 (12-16), 50 cents (7-11), 213/793-3927.

½-MILE, Ascot Park, Gardena, Ca. Nite. Info: 213/323-9710.

SHORT TRACK, Amarillo MX Racing, Amarillo Speed Bowl, Amarillo, Texas. Info: 806/372-4368.

SCRAMBLES, Kings County, ¼ mile South of 198 on 7th Ave., Hanford, Calif. Info: 209/582-5806.

FRI.-SUN., MAY 7-9

DAVE'S M/C SHOW, Great Western Exhibit Center, 2120 S. Eastern, Commerce, Ca. Opens: Fri. (7 p.m.), Sat. (noon), Sun. (9-9). 213/641-8605.

SATURDAY, MAY 8

SPORT SCRAM, Ore. Sidewinders, on Lawnfield Rd. near Clackamas, Ore. 7:30 p.m. 503/659-1022.

ST, Alameda Spdwy, 5 mi. S. of Astrodome, Houston, Tex. 7:30 p.m. Info: 713/529-3105.

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200cc	
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Greg Byers

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15 & OVER 1-3 HP

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Mike Byers

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David Lamb

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Mike Perry

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15 & OVER 4-6 HP

Spe

Jerry Daniels

Pow

Warren Barr

Hon

Mike Byers

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9-11 YRS. 7 HP & OVER

Bon

Jeff Ward

Bon

12-14 YRS. 7 & OVER HP

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Jeff Ward

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Rick Henderson

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Dave Carlson

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(Under 75cc)

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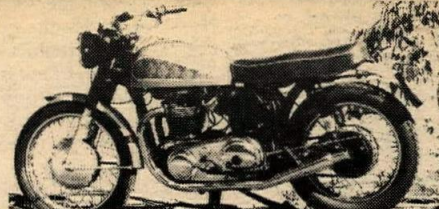
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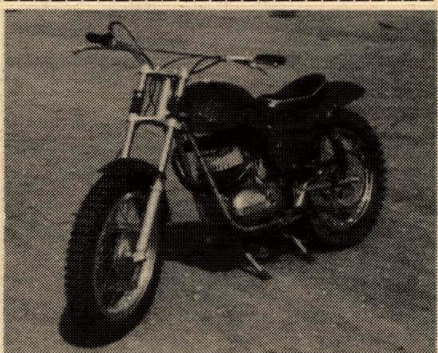
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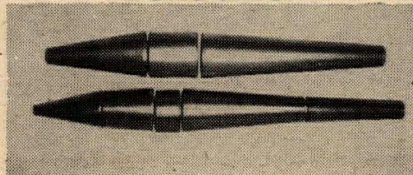
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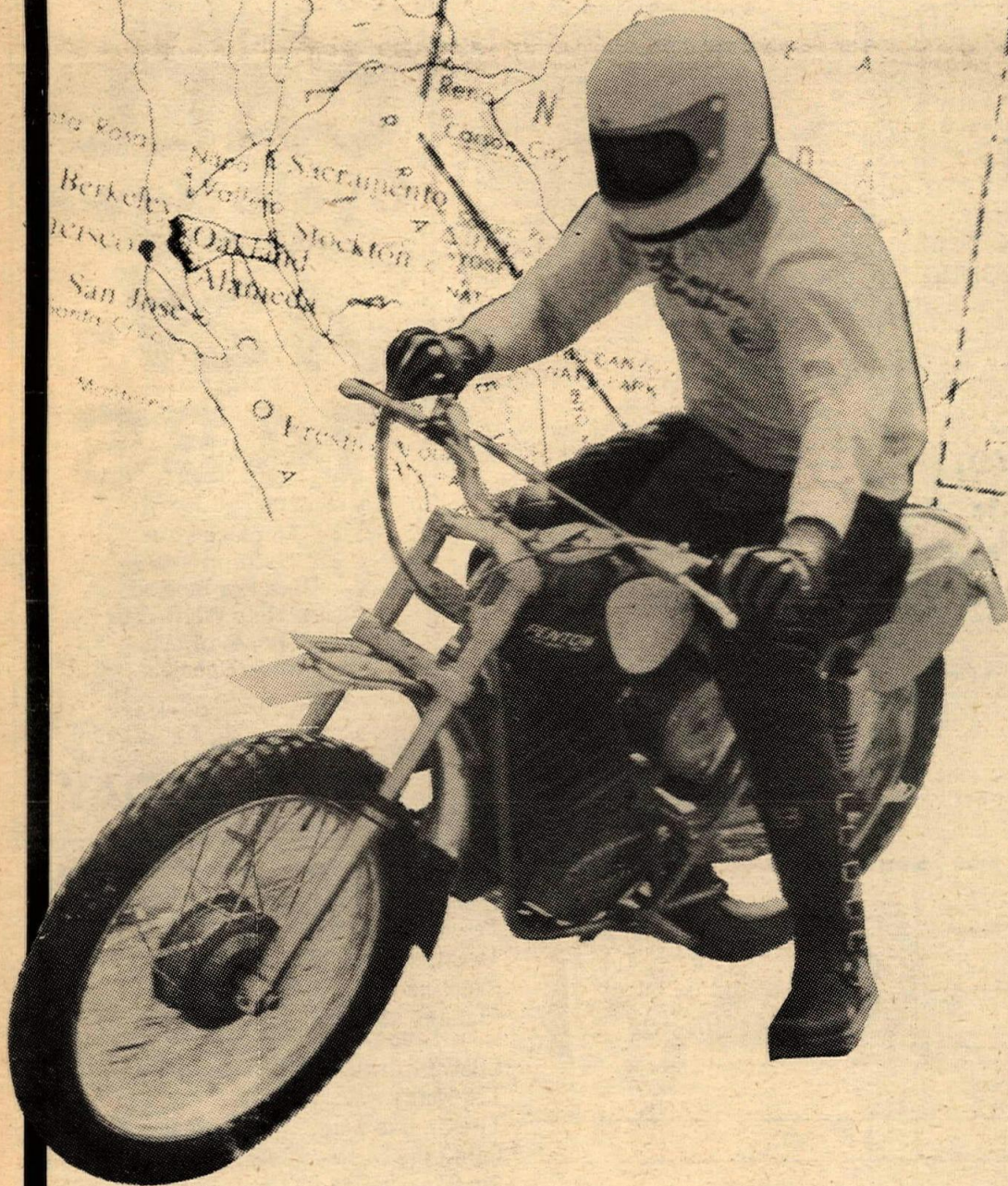
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